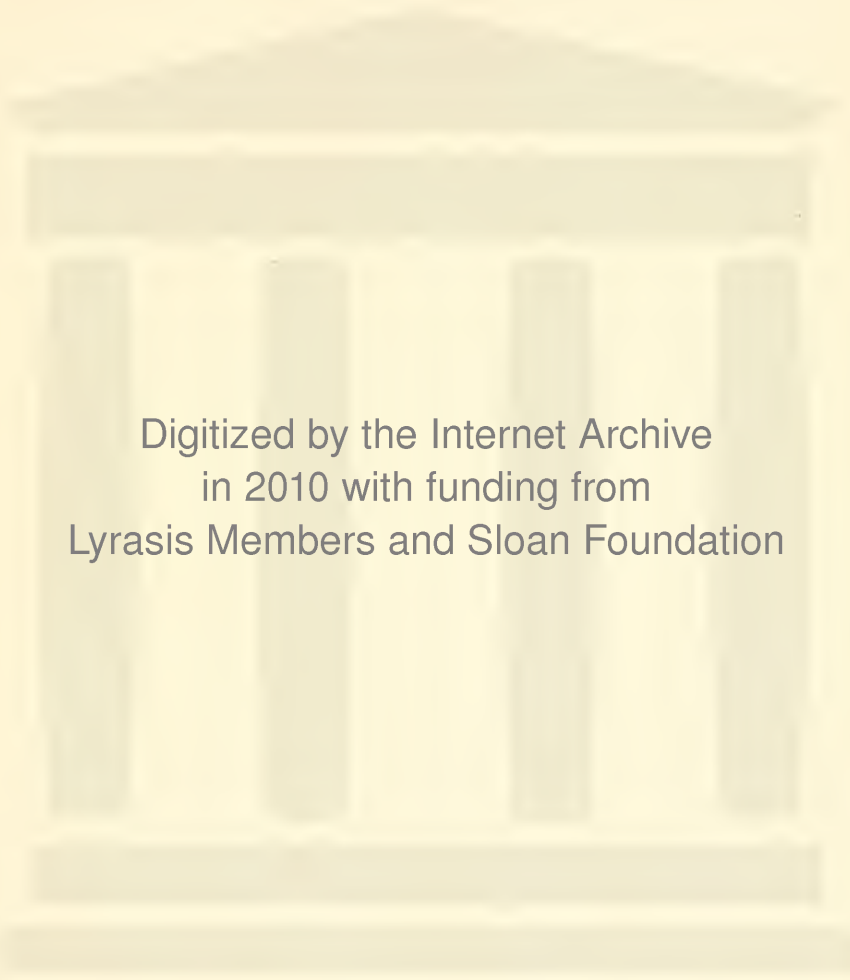






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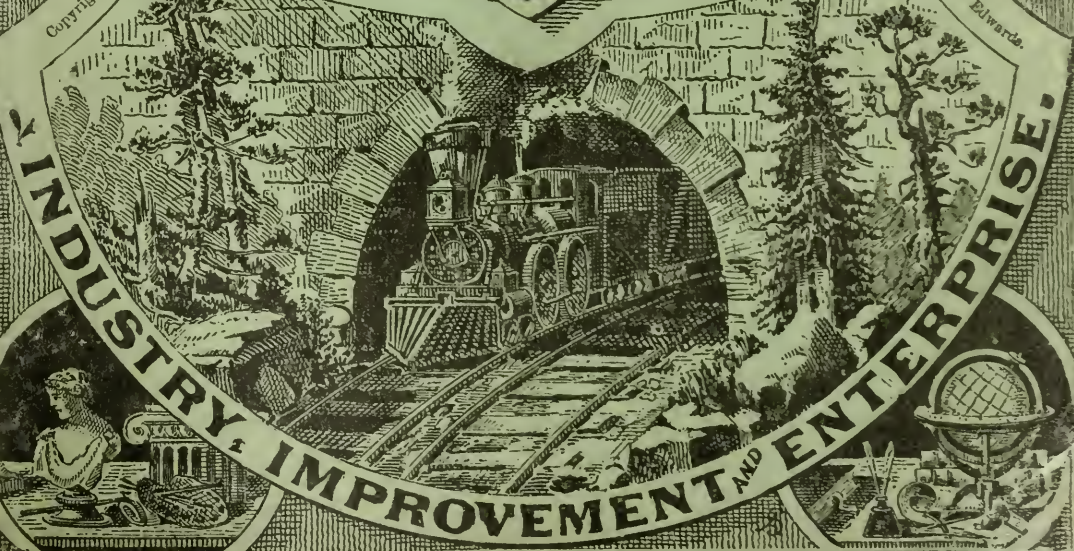
PART 3.

HISTORICAL, DESCRIPTIVE & BIOGRAPHICAL  
CITIES, TOWNS & BUSINESS INTERESTS



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PART III.

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INDUSTRIES OF NEW JERSEY.

OCEAN, BURLINGTON AND MONMOUTH COUNTIES.



THIS PAMPHLET IS COMPLETE, AND IS A PORTION OF A LARGE VOLUME OF GREAT VALUE TO MERCHANTS, MANUFACTURERS, TRAVELERS, EMIGRANTS, FARMERS, AND ALL RESIDING IN OR INTERESTED IN THE GROWTH AND PROSPERITY OF NEW JERSEY AND ITS VARIOUS INDUSTRIAL PURSUITS.

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 Smith, G. G., dry goods, etc., Lakewood..... 399  
 Smith, H. B., Machine Co., Smithville..... 411  
 Smith's Hotel, Mt. Holly..... 405  
 Smith, J. E., photographer, Bordentown..... 431  
 Smock, C. L., groceries, Asbury Park..... 476  
 Smock, W. S., harness, Red Bank..... 444  
 Sonder, W. N., general store, Burlington..... 427  
 Spackman, H. B., drugs, etc., Burlington..... 445  
 Spinning & Patterson, dry goods, etc., Red Bank..... 445  
 Spray View, Ocean Grove..... 484  
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 St. James Cottage, Mrs. Dill, Asbury Park..... 463  
 St. Mary's Hall, Burlington..... 468  
 St. Nicholas Cottage, Asbury Park..... 436  
 Stahlkes, H., boots and shoes, Manasquan..... 458  
 Star Cottage, Asbury Park..... 407  
 Steele, W., hardware, Bordentown..... 436  
 Stephenson, John, tinware, etc., Barnegat..... 455  
 Stockton House, Misses Schoonover, Asbury Park..... 463  
 Stoffel, P., cigars, Red Bank..... 444  
 Stone, P. W., dry goods, Beverly..... 419  
 Stout, A. B., dry goods, etc., Eatontown..... 419  
 Stratton, C., grocer, Bordentown..... 434  
 Street Cottage, Asbury Park..... 469  
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 Strickland & Templeton, porcelain manfrs., Keyport..... 443  
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 Taylor, J. B., boot and shoes, Mt. Holly..... 405  
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 Taylor & Webb, sash & blinds, Manasquan..... 487  
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 Thompson, W. H., harness, Pemberton..... 413  
 Thorn House, Ocean Grove..... 483  
 Throckmorton, J. A., lumber, Red Bank..... 448  
 Tietze, O., apothecary, Riverside..... 419  
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 Travis, C. E., gen'l furn'g goods, Mt. Holly..... 409  
 Treat, Ormerod & Co., mfrs furniture, Asbury Park..... 467  
 Truax, A. Taylor, groceries, etc., Long Branch..... 458  
 Truex, G. W., harness, Red Bank..... 447  
 Tuckerton Flouring Mill..... 436  
 Turner, J. N., tinware, etc., Lakewood..... 400  
 Twiford, C., brushes, Red Bank..... 447  
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 United States, Ocean Grove..... 482  
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 Vanderbeek, J. C., gen'l store, Allentown..... 439  
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 Walsh, J., sash and blinds, Red Bank..... 448  
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 Wardell, R. J., cigars, Red Bank..... 445  
 Warne, E. S., paints, Matawan..... 442  
 Warner, C. D., & Son, Insurance, Asbury Park..... 476  
 Warner, H. T., cigars, Mt. Holly..... 409  
 Washington Hotel, Moorestown..... 417  
 Washington House, Mt. Holly..... 407  
 Waverly [The], Ocean Grove..... 484  
 Weaver, J. B., tailor, Red Bank..... 446  
 Weest, A. M., cigars, Bordentown..... 434  
 Wells, H. S., dry goods, etc., Burlington..... 425  
 West End Hotel, Asbury Park..... 472  
 West & Jeffrey, grocers, Long Branch..... 457  
 Wheeler & Wilson Sewing Machine Company, Mt. Holly..... 409  
 White, A. S., drugs, Mt. Holly..... 410  
 White, Gilbert, harness, Long Branch..... 458  
 White, S. A. & Co., groceries, Mt. Holly..... 409  
 White, U., plumber, Asbury Park..... 470  
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 Wolcott, H., Jr., groceries, etc., Eatontown..... 449  
 Woodmansie & Co., gen'l store, Barnegat..... 396  
 Woodruff, F. D., jewelry, Keyport..... 413  
 Wooley, Mrs. J. E., dry goods, Long Branch..... 455  
 Woolman, H., dry goods, etc., New Egypt..... 402  
 Wooley, B., jeweler, Manasquan..... 488  
 Wooley, D. H., wheelwright, Tom's River..... 394  
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# STATE OF NEW JERSEY.



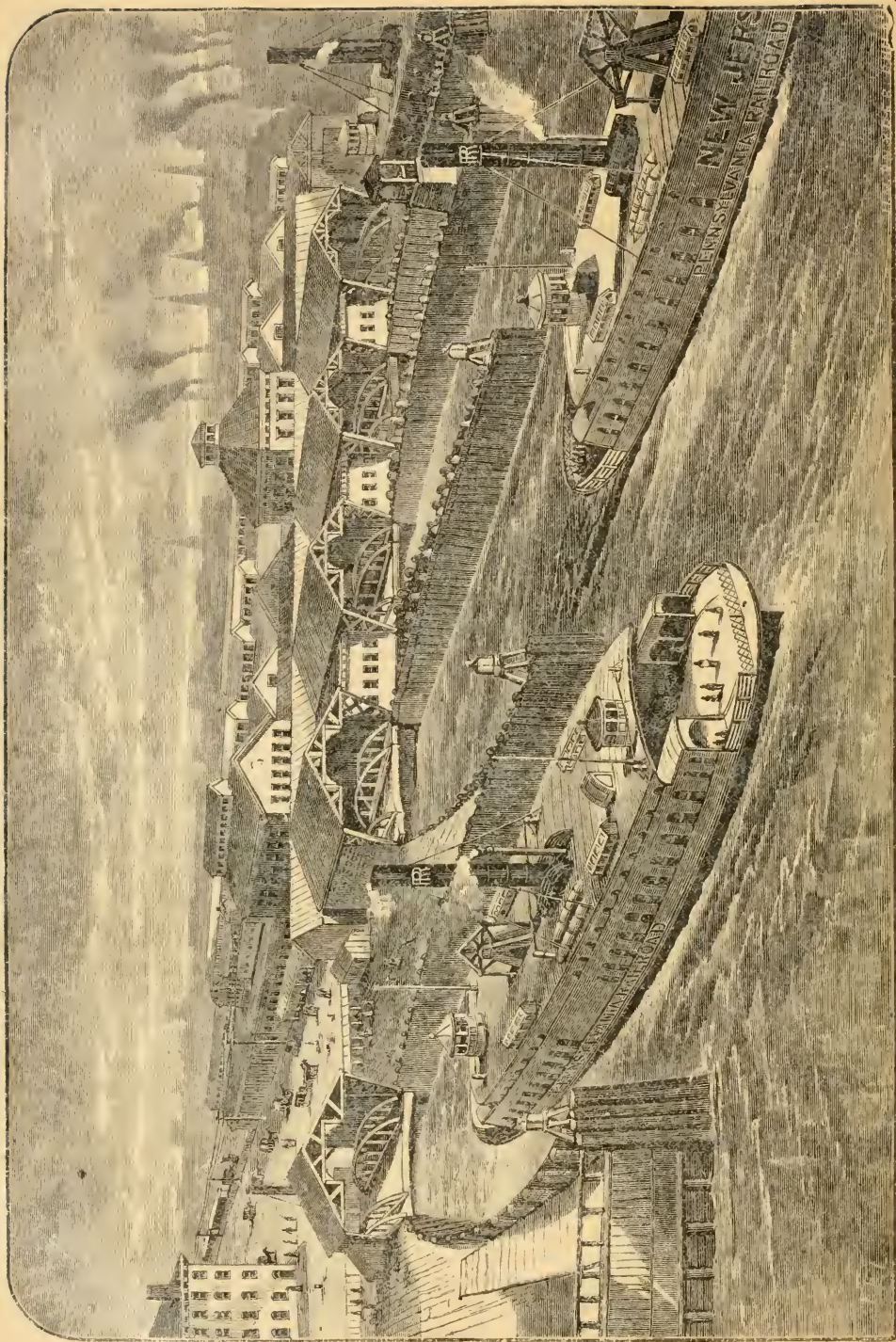
HISTORICAL AND DESCRIPTIVE REVIEW—INSTITUTIONS, INDUSTRIES, COMMERCE AND TRADE—  
COUNTIES, CITIES, TOWNS AND BUSINESS INTERESTS—GEOGRAPHICAL, COMMERCIAL  
AND MANUFACTURING ADVANTAGES, ETC., ETC.

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One of the smaller States of the American Union, in area, and overshadowed on either side by its next neighbors, the great States of Pennsylvania and New York, the State of New Jersey has ever maintained a conspicuous and honorable rank as second to none in enterprise and prosperity, and the peer of the largest and greatest in promoting the common weal of the country—in earnest patriotism and self-sacrificing devotion to the perpetuity, honor and progress of the great republic. Long before the American colonies had developed into the American nation—indeed, more than a century before—while yet American history had not advanced beyond the *preface* and *introduction*, “the province of *Nova Casarea*, or New Jersey,” had achieved no insignificant fame for the manly courage of its people, and their outspoken determination to maintain their rights and liberties.

The first successful attempts to colonize within the district embraced in this State were made by the Dutch, a small party of whom settled in the year 1618 in that part of Jersey City which until 1870 was the village of Bergen; and five years later a second colony established itself at the mouth of Timber Creek, south of the subsequent site of Gloucester city, where the leader of the expedition, Captain Cornelius Jacobse Mey, built Fort Nassau. It is quite possible that this old fort stood where the little village of Red Bank (Gloucester County) now stands, and where a small body of Americans gallantly withstood a much larger body of Hessians, in October, 1777. Other settlements were effected by the Dutch, both in East and West New Jersey, and in 1627 several parties of Swedes settled along and near the Delaware shore, chiefly within the present limits of Gloucester County, their chief settlement being still known as Swedesboro’.

The Dutch had made their principal settlement in New York, while the main colonies of the Swedes were in Delaware and southeastern Pennsylvania; the former designated their American possessions New Netherlands, and New York city was called New Amsterdam, while the Swedes gave the name of New Sweden or New Swedeland to their settlements, and their chief town they called Christeen, or Christiana. As was to be expected, the two could not long continue to live and rule peaceably so near one another, and the Dutch, being the stronger, after repeated attempts, succeeded in obtaining the mastery. The greater part of the Swedes were permitted and consented to remain. Meanwhile, the English had established themselves in New England and in Virginia and Maryland, and the Dutch were not long to hold the intervening territory. The English had the same right to dispossess the Dutch as the latter to dispossess the Swedes—the right of might. The Swedes had made common cause with the Dutch against the English; and for some years the two succeeded in preventing English settlements upon the Hudson and Delaware Rivers, and within the territories of New Netherlands and New Sweden; but the British government had only awaited its own convenience, without relinquishing its so-called *claims*, and in 1664, Charles II. issued a patent to his brother, the Duke of York, giving him the entire district from New England to Maryland, and to make good the patent sent an expedition to seize the territory ceded. The Dutch governor of New Amsterdam, Petrus Stuyvesant, was a brave and accomplished soldier, but he was utterly unable to withstand the British fleet and land force, and wisely surrendered without the firing of a gun. New Amsterdam (New York), the seat of government of the entire Dutch possessions on the continent, having been surrendered by the governor, the forts and settlements on the Delaware, of course, could offer no resistance, and were likewise seized without difficulty.



BIRDS-EYE VIEW OF NEW YORK CITY, NEW YORK FERRIES, AND PENNSYLVANIA RAILROAD STATION.



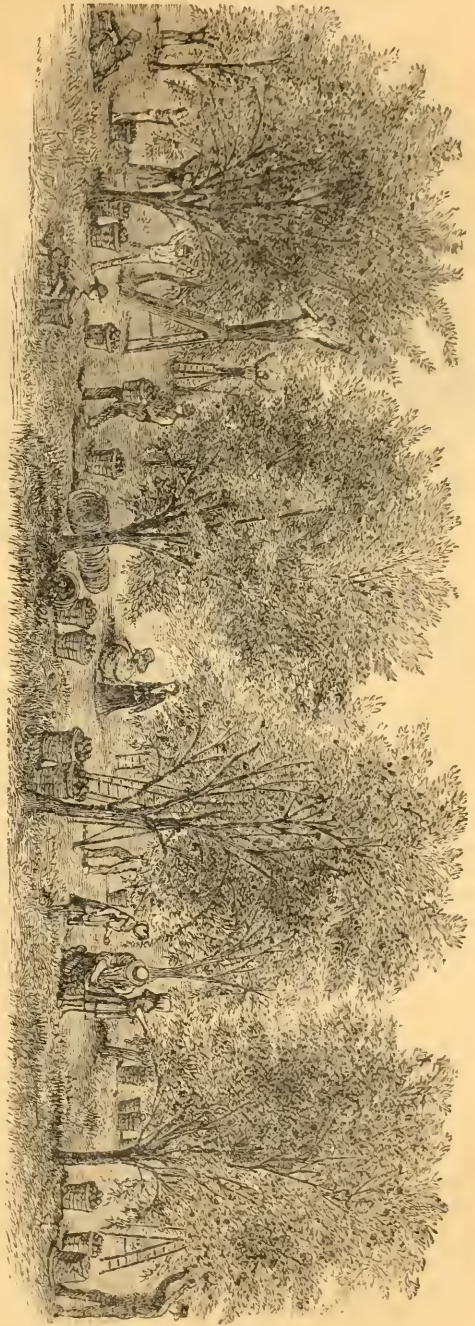
Thus New Jersey passed under British rule, together with New York, Delaware and Pennsylvania. In 1673, the Dutch temporarily recovered their part of the territory, but it was all finally yielded up to Great Britain in the treaty of that year, and the British government continued in undisputed possession until the revolution.

During the Dutch and Swedish occupancy, New Jersey had no separate territorial recognition, but was regarded simply by the Dutch as a part of New Netherland, while the settlements of the Swedes were part of New Sweden. So, too, the patent of the Duke of York comprehended a vast district, extending from Maryland on the south to the St. Lawrence on the north, and from New England on the east, without defined boundary on the west. The entire tract was known only as the province of New York. On the 23d and 24th days of June, 1664, the records tell us that the Duke of York did "in consideration of a competent sum of money, grant and convey unto Lord John Berkeley, Baron of Stratton, and Sir George Carteret, of Saltrum, in the county of Devon, to their heirs and assigns forever, all that tract of land adjacent to New England, west of Long Island and Manhattan's Island, and bounded on the east by the main sea, a part of Hudson's River; on the west by the Delaware Bay and River, extending southward to the main ocean as far as Cape May, at the mouth of Delaware Bay, and north by the northernmost branch of said bay and river of Delaware, which is in forty-one degrees and forty minutes of latitude, in a straight line to Hudson's River; said tract of land hereafter to be called Nova Caesarea, or New Jersey; and also all rivers, mines, minerals, woods, fishings, hawkings, huntings and fowlings; and all other royalties, profits, commodities and hereditaments whatsoever to the lands and premises belonging, or in anywise appertaining, with their and every of their appurtenances, in as full and ample a manner as the same is granted unto the Duke of York, by the before-recited letters patent."

Under this conveyance, Lord Berkeley and Sir George Carteret were joint *proprietors* of New Jersey until 1676, when the former desiring to sell his interest, the province was divided into two parts, designated East New Jersey and West New Jersey, Sir George Carteret receiving and holding the one, and Lord Berkeley receiving and selling the other to "John Fenwick, in trust for Edward Byllinge and his assigns." Soon afterwards, a "difference" arose between John Fenwick and Edward Byllinge, and the latter being heavily involved in debt, as it appears, presented his interest to his creditors, who were represented by Gawen Laurie, Nicholas Lucas and William Penn, as trustees. John Fenwick, however, received a "tenth" of West Jersey, his tenth including the site of the city of Salem, and "a considerable tract in the vicinage."

It is a boast of the citizens, especially of the land owners of New Jersey, that not a foot of its soil was taken by fraud or force from the Indians, but every foot was honorably bought and paid for to the satisfaction of the Indian owners. This was the case with the first Dutch settlers, the Swedes, and later with the English Friends (or Quakers), and it is said that subsequent *proprietors* all pursued the same honorable course. When

THE JERSEY APPLE ORCHARD DURING HARVEST.





the Dutch dispossessed the Swedes of rule over their colonies in New Jersey, they did not disturb or call in question any property ownership or rights, but permitted the Swedish owners to hold their properties and protected them in their rights. The English, in their turn, when they assumed the government, pursued the same equitable course, recognizing and protecting both the Dutch and the Swedish settlers in their rights. And



A JERSEY FARMER'S RESIDENCE.

the English proprietors, before selling or giving a foot of land to English settlers, bought the land of the Indians, or where these had already sold to Dutch or Swedish proprietors, if the latter were actual settlers, they were given the option of holding the land actually occupied and selling the remainder or selling all, if they did not wish to remain under British rule, while those of the Dutch and Swedish owners who were not actual settlers were paid in full for their lands.

Subsequently others were taken into partnership in the proprietorship, and the number of proprietors was largely increased. For nearly one hundred years the government was entirely by the proprietors, who framed the first laws, appointed the governors and other chief administrators, and subsequently conceded to the colonists certain rights and privileges of self-government. But,

in time, disputes arose among the colonists, and some of the proprietors became involved therein, and abuses likewise sprang up in the administration of the laws, so that at length a large number of the proprietors of both East and West Jersey united in a petition to Queen Anne, declaring their inability longer to govern the colonies, rendering their surrender of the government to the crown, and praying the queen to accept and assume the same.

The queen accepted the surrender, and appointed Lord Cornbury, a nobleman of high rank, governor, with a council of thirteen; she declared her wish that the two provinces should be thoroughly united into one, and gave remarkably full and no less remarkably judicious instruction to the governor for the administration of the government. Among the instructions was one directing him to cause a general assembly to be elected by the colonists for the enactment of laws for the mutual good of the entire province. Thus was self-government conceded to the colonists, and, so far as the queen could provide therefor, everything was ordered for the best interests of the province. But the governor proved utterly unfit for his important trust, and the queen found it necessary to recall him and appoint another. Lord John Lovelace, Baron of Hurley, proved in every way acceptable, and peace and prosperity again prevailed, but scarcely had he won the confidence and goodwill of the colonists when he died, and the government devolved temporarily upon a very inferior man, Ingolsby, the lieutenant-governor. Fortunately, his rule was short, and soon a new governor, Brigadier-General Andrew Hunter, arrived, who proved capable, honest, and in every respect a successful and acceptable ruler, during ten years that he held the office the colonists and province were contented and prosperous. He was succeeded by William Burnet, son of the famous Bishop Burnet, who though not the equal of Governor Hunter, was on the whole not unsuccessful in administering the government. After seven years' governorship of New York and New Jersey, he was removed to Massachusetts in 1727, and after him the governors were successively, John Montgomery, Esq., who died in office in 1731; Col. Lewis Morris, *pro tem.*, for a year; William Crosby, who died in office in 1736, and was temporarily succeeded by John Anderson, the president of council, and he lived but two weeks, and was succeeded by John Hamilton, another member of council; he acted as governor for nearly two years, when, in 1738, a commission arrived making Lewis Morris governor of the province of New Jersey, separately from New York; Colonel Morris was the first governor of New Jersey alone and the only American who held the office by royal commission, except William Franklin, of whom we shall speak again later; Governor Morris was at once a successful and popular ruler, and was sincerely mourned by the people of the province when he died in 1746; John Hamilton again occupied the office as president of council for a few weeks, when he too died and was succeeded by John Reading, until the ensuing summer, when Governor Jonathan Belcher arrived; Governor Belcher served ten years and died in 1757; he was succeeded by John Reading, *pro tem.*, Francis Bernard, removed to Massachusetts after two

LOWEST AND HIGHEST PRICES OF COMMODITIES FOR FIFTY-SIX YEARS—1825—1880.

These tables of prices have been compiled upon the basis of selecting the leading articles entering into general consumption, whether as semi-luxuries or the necessities of life. The prices quoted being those of the New York market, still wider variations would in some cases have been exhibited if other markets, near the centers of production of some leading staples, had been collated with these. The tables exhibit the violent fluctuations of the civil-war period in the United States—1861-65—and the years of expansion immediately succeeding, in contrast with the general decline of the past few years, which has not yet reached, however, save in a few articles, the minimum prices which prevailed before the war.

Year.	Hops.		Iron, Bar.		Iron, Scotch Pig.		Lard.		Leather, Hem.		Mackerel, No. 1.		Molasses, N. O.		Oats.									
	Lb.		Ton.		Ton.		Lb.		Lb.		Bbl.		Gal.		Bush.									
	L.	H.	L.	H.	L.	H.	L.	H.	L.	H.	L.	H.	L.	H.	L.	H.								
	Cts.		\$		\$		Cts.		Cts.		\$		Cts.		Cts.									
1825.....	13	25	85	00	120	00	35	00	75	00	7	10	21	25	5	75	28	43	26	40				
1826.....	10	25	85	00	100	00	50	00	70	00	7	9	18	24	4	50	5	75	28	36	42	60		
1827.....	8	18	77	00	95	00	50	00	55	00	7	10	17	24	4	75	6	12	31	39	31	56		
1828.....	5	10	77	50	82	50	50	00	55	00	6	9	18	24	4	75	6	50	30	36	24	37		
1829.....	4	11	72	50	82	50	40	00	55	00	4	6	18	23	4	87	6	00	27	33	27	46		
1830.....	10	15	72	50	77	50	40	00	50	00	5	13	18	22	5	00	6	37	28	33	26	40		
1831.....	8	17	70	00	80	00	40	00	47	50	8	11	19	24	5	50	6	75	25	34	27	48		
1832.....	12	37	70	00	75	00	40	00	47	50	6	10	17	25	4	75	6	50	26	35	38	56		
1833.....	17	38	71	00	75	00	37	50	47	50	7	11	16	20	6	25	7	00	27	36	30	48		
1834.....	10	20	67	00	75	00	37	50	48	00	7	9	14	19	6	00	6	62	27	31	28	48		
1835.....	11	19	67	50	75	00	38	00	42	50	7	11	14	20	6	00	8	25	26	36	33	75		
1836.....	12	17	75	00	105	00	38	00	62	50	11	17	14	23	8	00	10	62	32	48	40	75		
1837.....	5	9	85	00	105	00	40	00	70	00	6	15	15	24	8	00	10	75	32	45	40	75		
1838.....	4	17	85	00	97	50	37	50	55	00	7	15	16	22	10	50	12	18	28	45	25	60		
1839.....	15	18	82	50	95	00	37	50	45	00	8	15	17	25	12	00	14	62	26	36	30	60		
1840.....	18	62	70	00	82	50	32	50	40	00	7	12	17	22	11	00	14	50	20	30	24	43		
1841.....	12	40	60	00	75	00	32	00	37	50	6	9	19	22	12	00	14	75	20	28	37	50		
1842.....	10	16	50	00	62	50	23	50	35	00	5	8	16	20	8	00	12	25	16	24	25	53		
1843.....	6	12	55	00	60	00	22	50	32	00	5	8	15	18	7	62	11	00	18	31	27	34		
1844.....	7	15	57	50	65	00	30	00	35	00	5	7	14	17	9	75	12	25	27	31	27	37		
1845.....	12	33	62	50	85	00	30	00	52	50	6	8	14	16	11	50	14	00	22	37	29	51		
1846.....	11	35	75	00	80	00	35	00	42	50	5	8	11	14	8	37	13	50	22	34	28	48		
1847.....	8	15	70	00	77	50	30	00	42	50	6	11	11	18	8	12	11	75	30	38	39	65		
1848.....	3	7	50	00	70	00	25	00	37	50	6	9	12	16	7	00	11	00	20	28	32	51		
1849.....	6	17	40	00	55	00	22	50	27	50	6	8	13	17	8	12	13	50	20	32	33	49		
1850.....	8	19	40	00	45	00	21	00	24	00	6	7	14	17	8	50	12	50	22	33	37	51		
1851.....	24	63	33	50	41	00	19	00	25	00	7	10	13	16	8	50	11	75	28	33	65	80		
1852.....	17	47	34	00	55	00	19	00	31	00	9	12	12	18	8	37	12	50	27	35	75	86		
1853.....	18	40	55	00	75	00	28	50	38	00	9	12	17	21	11	50	16	00	26	33	41	52		
1854.....	22	46	62	50	77	50	32	00	42	50	9	11	18	25	15	12	19	00	19	29	45	75		
1855.....	5	27	55	00	65	00	26	50	37	00	9	12	19	25	18	50	22	00	23	40	42	82		
1856.....	4	13	50	00	65	00	29	00	37	00	9	14	24	30	19	00	23	00	42	75	35	50		
1857.....	3	12	52	00	62	50	23	00	37	50	10	16	25	33	19	00	22	00	35	80	40	66		
1858.....	4	10	44	00	55	00	22	00	27	00	8	12	21	26	9	50	14	00	26	52	40	53		
1859.....	8	18	42	50	50	00	22	00	31	50	10	12	20	27	15	25	16	75	36	51	36	58		
1860.....	6	25	41	00	44	00	20	50	27	00	10	13	20	22	15	00	18	50	36	55	37	47		
1861.....	6	32	38	00	50	00	20	00	24	50	8	10	17	22	7	50	14	75	30	55	30	47		
1862.....	12	23	50	00	70	00	21	00	33	00	7	10	20	31	9	00	16	50	32	55	37	67		
1863.....	15	30	65	00	76	00	32	50	45	00	9	12	26	32	15	50	18	50	35	62	53	90		
1864.....	20	52	105	00	220	00	43	00	80	00	12	24	31	46	18	00	28	00	65	1	25	86	1	02
1865.....	10	65	100	00	130	00	40	00	55	00	15	29	30	40	15	25	25	00	65	1	50	45	90	
1866.....	25	70	94	00	115	00	42	00	55	00	12	22	30	39	20	00	26	00	66	1	25	55	85	
1867.....	40	70	80	00	100	00	38	00	49	00	11	14	28	33	14	50	21	50	65	1	20	67	94	
1868.....	5	55	80	00	95	00	35	00	45	75	12	20	25	30	14	25	22	50	60	1	05	Nominal.		
1869.....	8	28	85	00	95	00	34	50	45	00	16	21	28	32	21	50	28	00	65	1	05	62	84	
1870.....	3	27	70	00	90	00	31	00	37	00	12	18	27	31	27	00	30	00	65	1	20	52	69	
1871.....	8	65	70	00	95	00	30	00	39	00	9	13	26	30	13	00	27	50	50	75	42	70		
1872.....	20	75	85	00	120	00	33	50	61	00	7	10	27	31	10	00	25	00	48	86	42	57		
1873.....	35	55	75	00	110	00	37	00	52	00	7	9	25	31	12	00	24	00	61	97	42	58		
1874.....	22	45	55	00	80	00	33	00	45	00	8	16	28	30	8	50	22	00	60	85	38	53		
1875.....	15	45	50	00	62	50	29	00	41	00	13	16	27	30	7	00	24	00	54	80	30	64		
1876.....	15	37	40	00	54	00	27	50	34	00	12	14	21	29	11	50	23	00	50	68	28	35		
1877.....	10	32	44	80	48	72	25	00	28	00	8	12	23	30	8	50	15	00	40	59	22	46		
1878.....	5	12	42	50	45	00	21	50	26	50	6	9	19	23	9	00	20	00	36	50	29	45		
1879.....	6	45	45	00	78	50	19	00	30	50	5 3/4	8	18	29	12	50	20	00	32	50	31	50		
1880.....	7	55	45	00	72	25	19	50	30		6	8	28	28	12	25	20	50	31	49	30	50		



years' service, Thomas Boone removed to South Carolina after one year, and Josiah Hardy, who held the office until 1763, when he was superseded by William Franklin, the last royal governor; although a native of Philadelphia, and the only son of the devoted, faithful patriot, Benjamin Franklin, Governor Franklin was a pronounced royalist, and a conspicuous enemy to the cause of the American colonies. At the very

commencement of the war measures of 1776, the provincial congress of New Jersey deposed him and were compelled to cause his arrest; he defied them, and refused to recognize any authority of the provincial or the continental congress over him; he was held a prisoner for a short time and then permitted to sail for England, where he lived until November 17th, 1813, when he died in the eighty-third year of his age.

The province of New Jersey, from the time of its consolidation under one government in 1702, except for a short time in the latter part of Lord Cornbury's governorship, grew steadily and prospered. A large proportion of the earlier colonists from Great Britain, especially in West Jersey, were members of the Society of Friends, while in East Jersey the Dutch settlers formed an equally industrious and thrifty element in the population. Both under the proprietors and under the crown, the laws and principles of government were liberal, and every proper inducement was offered to right-minded persons from all lands to settle here under the proprietors. "The liberty of conscience in matters of faith and worship towards God was granted to all people within the province



A BASKET OF JERSEY PEACHES.

who should live peaceably and quietly therein, and no one was to be rendered incapable of office in respect to his faith and worship;" but when Queen Anne sent the first royal governor, among the numerous instructions she gave him, we find that "he was to take especial care that God Almighty be devoutly and duly served throughout the government; the book of common prayer, as by law established, be read every Sunday and holy day, and the blessed sacrament administered according to the rites of the Church of England; and that liberty of conscience be extended to all persons *except papists*."

It is somewhat interesting to note that, in her anxiety to provide completely for the comfort and welfare of her colonial subjects, the good Queen Anne declared it her will and counsel that the colonists should "give due encouragement to merchants and others, and in particular to the Royal African Company of England," while she "recommended to that company that the province may have a constant and sufficient supply of merchantable negroes, at moderate rates." But she was also solicitous for the spiritual welfare of the slaves, and directed the governor "by the assistance of the council and assembly, to find out the best means to facilitate and encourage the conversion of negroes and Indians to the Christian religion." "Liberty of the press" was not highly esteemed by the queen, for she ordered that "no person was to be allowed to keep a press for printing, nor was any book, pamphlet or other matters whatsoever, to be printed without the especial leave or license first obtained from the governor."

On the whole, however, as we have said above, the good Queen Anne's instructions to the governor were judicious and wise—for example, the provincial assembly, authorized by her, was to be careful in the enactment of laws, that "each different matter be provided for by a separate law, and none be intermixed in the same act that had no proper relation to each other, or that was foreign to the title of the act."

But, in fullness of time, as abuses arose and multiplied, more in some of the provinces than in others, and as redress was sought in vain from the crown and the ministry and parliament, the great revolution of 1776 rapidly developed from manly, brave remonstrances and protests against tyranny and oppression into a war for independence. New Jersey, though one of the least of the sufferers, made common cause with her sister colonies, and took an advanced stand in favor of justice and liberty. New Jersey was an agricultural and manufacturing province, with no commerce, and consequently was not directly affected by the recent and present oppressive enactments and acts of the British parliament and ministry; with the repeal of the stamp act all direct self-interest in opposition ceased; her interest and that of her people in questions of import duties, and other issues connected with mercantile and commercial regulations, was only secondary or more remote; and yet not even Massachusetts, Pennsylvania, or New York was more earnest, more decided, more unflinching in the defense of American rights, and subsequently in the maintenance of American liberty and in the achieving of American independence. The record of New Jersey throughout the revolutionary struggle, from its inception to its triumphant close, was highly honorable—unsurpassed by that of any other State. And the

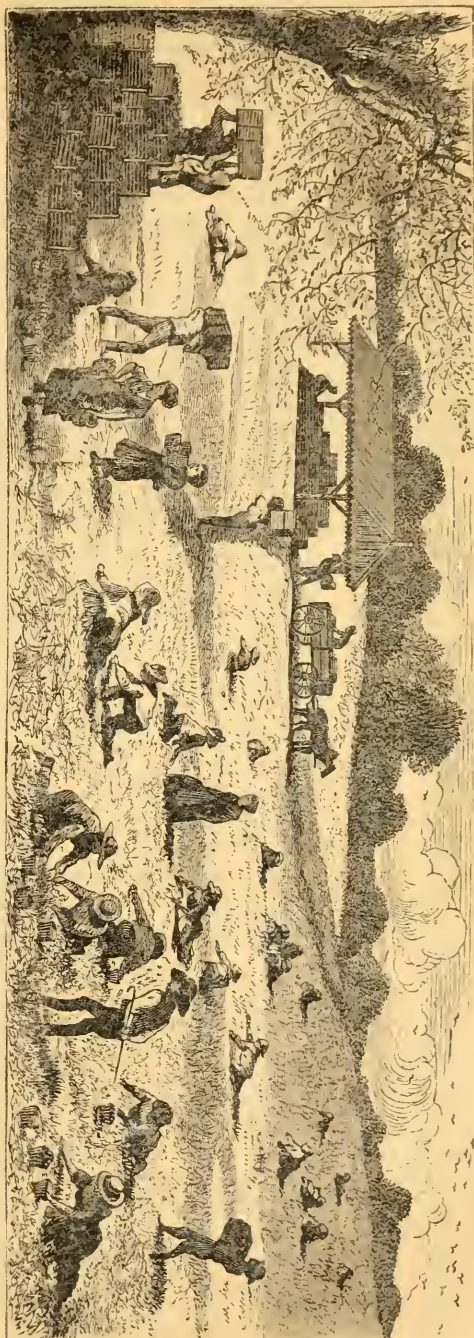


glory of her proud record shines with far greater lustre when it is borne in mind that her peculiar situation between New York and Pennsylvania (the occupancy of the chief cities of which, New York and Philadelphia, was ever desired and sought by both the Americans and their enemies) made New Jersey the principal field of operations throughout the war, and no one State, except, perhaps, South Carolina, suffered so severely as New Jersey the ravages and desolation wrought by the one and the other, and sometimes both at once, of the contending armies; for, though the British army, with its mercenaries and its tory adherents, did far the most damage, much of it needless and wanton, even the American forces could not march and manœuvre, encamp and fortify, without damage to property and more or less loss otherwise on the part of the residents. Besides submitting cheerfully to all this, however, New Jersey bravely and unstintingly bore her full share in all the costs, in money and in blood, of the war; without counting special bodies for local service and for exceptional duty, she furnished more than ten thousand men to the patriot army.

The war necessarily and of course interrupted the hitherto steady growth and prosperity of New Jersey, but no sooner was it ended and peace restored, than the new State started on a career of growth and prosperity never equaled by the province.

Among the first of the States to adopt the national constitution, and to assume and discharge her political duties as a State of the republic, New Jersey was also one of the first to adapt herself to her new station and responsibilities as a self-sustaining as well as a self-governing commonwealth.

As early as 1776, the State had been duly organized and established by the drafting and adoption of a State constitution, and the selection of the requisite officers and officials under it for the orderly conduct of the government, and this constitution was deemed sufficient and satisfactory as the fundamental law, and no changes were made in it until 1844, when it was superseded by a new constitution. The governor, William Livingston, who was first elected in 1776, was re-elected year after year until his death in 1790. Party politics had not yet developed into the dire evil it has since become, and governors and other officers were continued in their offices during life, or until the public welfare demanded their elevation to a higher office or their dismissal. Thus, Governor Livingston's successor, William Patterson, served nearly three years, until 1793, when he was elevated to a seat on the supreme bench of the United States; his successor, Richard Howell, served until 1801; Joseph Bloomfield until 1812, with the exception of the year 1802, when John Lambert, president of council, acted; Aaron Ogden for a single term; William S. Pennington for two terms, and Mahlon Dickerson for two terms; then Isaac H. Williamson from 1817 to 1829; Peter D. Vroom until 1832; Samuel L. Southard was elected governor in 1832, but within a month was elected United States senator, and Elias P. Seely was made governor for one term (a year), when Governor Vroom was again elected and was annually re-elected until



STRAWBERRY PICKING AND PACKING SEASON, JERSEY FARM.

LOWEST AND HIGHEST PRICES OF COMMODITIES FOR FIFTY-SIX YEARS—1825—1880.

(Compiled from the Reports of the Secretary of the Treasury for 1863 and 1873, the Commercial and Financial Chronicle, Reports of the N. Y. Chamber of Commerce, and the N. Y. Shipping List and Price Current.)

The following table, carefully compiled from the sources indicated, takes the prices of the twelve months in each year, selecting the highest and lowest quotation for each article. It is to be understood, where no mention of quality is made, that the price quoted is for the cheapest grade of each commodity.

The prices are those of the New York market.

Year.	Beef, Mess.		Butter.		Cheese.		Coal, Anthracite.		Coffee, Rio.		Corn.		Cotton, Upland.		Flour, West.		Hams.	
	Bbl.		lb.		lb.		Ton.		lb.		Bush.		lb.		Bbl.		lb.	
	L.	H.	L.	H.	L.	H.	L.	H.	L.	H.	L.	H.	L.	H.	L.	H.	L.	H.
	\$		cts.		cts.		\$		cts.		cts.		cts.		\$		cts.	
1825...	8 00	10 00	8 22	5 10	8 00	11 00	16 19	42	75	13	27	3 25	4 25	7 11	8 11	8 11	8 11	
1826...	8 00	10 00	13 18	6 12	11 00	12 00	14 17	62	83	9	14	4 25	5 75	8 11	8 11	8 11	8 11	
1827...	8 50	9 75	12 22	6 10	10 50	12 50	14 15	54	75	8	12	4 37	6 50	10 12	8 11	8 11	8 11	
1828...	8 50	10 00	13 18	4 7	10 00	12 00	12 15	46	62	9	13	4 56	8 00	8 11	8 11	8 11	8 11	
1829...	8 00	10 50	12 16	4 8	10 00	12 00	12 13	48	64	8	11	5 00	8 87	9 10	8 11	8 11	8 11	
1830...	7 62	10 00	12 16	5 8	7 00	12 00	10 12	48	65	8	13	4 75	6 00	9 11	8 11	8 11	8 11	
1831...	7 00	9 25	12 18	5 8	6 00	9 00	10 13	54	75	7	11	5 00	7 25	9 11	8 11	8 11	8 11	
1832...	8 37	10 75	12 18	5 7	8 50	16 00	12 14	50	87	7	12	5 60	7 00	9 11	8 11	8 11	8 11	
1833...	8 50	11 00	14 20	6 9	5 50	10 00	11 14	65	86	9	17	5 50	6 50	8 10	8 10	8 10	8 10	
1834...	8 50	10 00	12 17	5 9	5 50	6 50	11 12	53	75	10	16	4 81	5 75	8 10	8 10	8 10	8 10	
1835...	8 75	13 50	13 22	6 9	5 50	9 00	11 13	70	1 12	15	20	5 37	7 87	8 12	8 12	8 12	8 12	
1836...	9 25	13 50	10 26	7 12	7 00	11 00	11 13	83	1 12	12	20	6 87	10 25	9 17	9 17	9 17	9 17	
1837...	11 00	15 00	12 24	7 12	8 50	11 00	9 12	1 00	1 15	7	17	7 00	11 62	9 15	9 15	9 15	9 15	
1838...	14 00	16 00	17 27	6 10	7 00	9 50	9 12	76	1 00	9	12	7 00	9 00	10 15	10 15	10 15	10 15	
1839...	12 50	16 00	12 25	8 12	6 50	9 00	9 12	75	98	11	16	5 75	9 12	10 14	10 14	10 14	10 14	
1840...	9 75	14 75	12 21	5 9	6 00	8 50	9 12	46	63	8	10	4 62	6 50	4 10	4 10	4 10	4 10	
1841...	7 00	10 25	8 15	3 7	6 50	9 00	9 11	47	81	9	11	4 68	7 50	4 9	4 9	4 9	4 9	
1842...	6 25	8 25	9 15	5 9	5 00	9 00	6 10	54	68	7	9	4 25	6 37	4 9	4 9	4 9	4 9	
1843...	6 00	8 37	6 11	4 6	4 50	6 00	6 9	48	60	5	8	4 43	5 62	3 9	3 9	3 9	3 9	
1844...	5 00	6 75	8 14	3 7	4 25	6 00	6 7	43	54	5	9	4 25	5 00	3 9	3 9	3 9	3 9	
1845...	5 50	9 75	9 17	6 8	4 50	6 00	5 8	45	85	4	9	4 31	7 00	5 10	5 10	5 10	5 10	
1846...	6 25	8 50	10 17	6 8	5 00	7 00	6 8	55	80	6	9	4 00	6 00	5 11	5 11	5 11	5 11	
1847...	8 25	13 75	13 22	6 8	5 00	7 00	6 8	64	1 10	7	12	5 50	8 25	6 13	6 13	6 13	6 13	
1848...	7 75	13 00	13 20	5 8	4 50	6 00	5 8	52	78	5	8	5 25	6 62	5 11	5 11	5 11	5 11	
1849...	8 75	14 00	10 18	5 7	5 00	6 00	5 10	57	70	6	11	4 93	6 12	6 11	6 11	6 11	6 11	
1850...	8 00	9 75	12 18	4 8	5 00	7 00	7 14	55	72	11	14	4 93	6 25	6 11	6 11	6 11	6 11	
1851...	7 50	9 75	10 18	4 8	4 25	7 00	7 11	53	68	8	14	4 00	5 12	7 11	7 11	7 11	7 11	
1852...	8 25	17 00	15 29	6 9	5 00	7 00	7 10	62	78	8	10	4 25	6 00	8 10	8 10	8 10	8 10	
1853...	7 00	11 25	13 24	8 10	5 00	7 00	8 12	64	82	10	11	4 87	7 50	8 10	8 10	8 10	8 10	
1854...	8 00	13 00	15 24	6 12	6 00	7 50	8 12	76	98	8	10	7 25	10 75	7 11	7 11	7 11	7 11	
1855...	8 25	14 00	17 28	6 12	5 50	7 50	8 12	93	1 15	7	11	7 50	10 18	8 11	8 11	8 11	8 11	
1856...	8 00	12 00	13 28	6 11	5 50	6 50	9 12	48	94	9	12	5 20	8 31	9 11	9 11	9 11	9 11	
1857...	9 50	15 00	16 28	5 14	6 00	7 00	10 12	71	98	13	15	4 25	6 70	6 10	6 10	6 10	6 10	
1858...	9 00	12 00	13 25	3 10	5 00	6 00	9 12	58	1 03	9	13	3 75	5 25	9 13	9 13	9 13	9 13	
1859...	5 00	9 75	14 27	2 11	5 25	5 50	10 13	76	1 05	11	12	4 00	6 50	9 12	9 12	9 12	9 12	
1860...	4 50	5 50	10 21	9 12	5 50	6 00	11 15	64	95	10	11	4 25	5 50	10 13	10 13	10 13	10 13	
1861...	5 00	6 25	8 22	2 10	4 20	6 00	11 17	48	74	11	28	3 90	5 65	7 11	7 11	7 11	7 11	
1862...	5 00	10 75	10 26	4 13	4 25	8 50	10 33	50	75	20	68	4 20	5 85	5 9	5 9	5 9	5 9	
1863...	5 00	9 00	14 30	8 16	7 00	11 00	26 33	68	1 23	54	88	5 10	8 00	5 8	5 8	5 8	5 8	
1864...	5 00	16 00	21 48	12 27	9 00	15 00	33 52	1 25	1 97	72	1 90	7 15	11 75	11 17	11 17	11 17	11 17	
1865...	9 00	14 00	20 38	10 16	8 50	13 50	21 22	70	97	33	1 22	5 00	8 80	11 23	11 23	11 23	11 23	
1866...	11 00	21 50	25 60	5 23	8 50	13 00	18 21	80	1 32	32	52	5 25	11 70	11 22	11 22	11 22	11 22	
1867...	12 00	28 00	15 48	7 20	6 50	8 50	17 19	1 00	1 40	15	36	6 25	11 30	10 16	10 16	10 16	10 16	
1868...	11 00	24 75	28 60	7 19	6 50	11 50	16 17	1 01	1 41	16	33	5 50	9 75	11 18	11 18	11 18	11 18	
1869...	5 00	16 50	16 55	11 23	6 50	10 50	11 13	75	1 16	25	35	4 95	6 40	17 24	17 24	17 24	17 24	
1870...	5 00	16 00	18 46	5 18	4 50	8 50	11 13	76	1 15	15	26	4 50	6 05	9 14	9 14	9 14	9 14	
1871...	8 00	18 00	12 42	5 16	5 00	13 00	12 17	65	90	15	25	4 60	7 00	6 13	6 13	6 13	6 13	
1872...	4 00	12 00	20 39	10 37	6 25	16 19	19 61	80	18	25	5 25	6 80	6 9	6 9	6 9	6 9	6 9	
1873...	8 00	12 00	18 50	8 16	5 00	6 50	19 23	50	77	13	21	4 62	7 25	5 10	5 10	5 10	5 10	
1874...	8 25	11 50	18 39	12 17	4 55	5 55	16 28	53	84	15	19	4 25	7 00	8 11	8 11	8 11	8 11	
1875...	8 00	10 00	17 28	9 16	4 40	5 55	17 21	49	76	13	17	4 00	6 50	9 11	9 11	9 11	9 11	
1876...	8 50	11 00	15 33	8 13	3 75	5 55	16 20	38	49	11	13	4 00	6 00	7 13	7 13	7 13	7 13	
1877...	9 50	11 25	13 24	8 16	3 25	3 75	15 21	41	58	11	13	4 75	8 00	10 14	10 14	10 14	10 14	
1878...	9 00	13 50	6 20	3 14	2 75	4 50	14 19	45	60	9	12	3 75	5 50	7 12	7 12	7 12	7 12	
1879...	9 50	11 00	9 21	5 13	2 15	3 25	13 17	44	61	9	13	3 60	6 40	7 12	7 12	7 12	7 12	
1880...	9 00	11 75	10 25	6 13	2 25	3 75	14 18	44	63	9	14	3 80	6 85	8 13	8 13	8 13	8 13	



1836; Philemon Dickerson then served one term; William S. Pennington was then again elected and served until 1843, and was succeeded by Daniel Haines for one term. The new constitution of 1844 changed the mode of election and the tenure of office, and forbade the re-election of the governor for a second term consecutively. Charles C. Stratton was the first governor under the new constitution, elected directly by the people, in 1844, and served from 1845 to 1847, since which date the governors have been: Daniel Haines, 1848-50; George F. Fort, 1851-53; Rodman M. Price, 1854-56; William A. Newell, 1857-59; Chas. S. Olden, 1860-62; Joel Parker, 1863-65; Marcus L. Ward, 1866-68; Theodore F. Randolph, 1869-71; Joel Parker (second term), 1872-74; Jos. D. Bedle, 1875-77; George B. McClellan, 1878-80, and George C. Ludlow, the present governor, who began his term in 1881.



PEACH TRADE—SHIPPING PEACHES TO NEW YORK.

Even in its provincial days, New Jersey had made considerable progress in manufactures, though it was chiefly agricultural; while it had unexceptional, indeed unexcelled, facilities for commerce, with fine outlets to the ocean, both by the Delaware and the Hudson, the close proximity of Philadelphia on the one, and New York on the other side, precluded all temptation to embark in mercantile enterprise, on the part of either Jersey City or Camden; while on the other hand, the situation of New Jersey, between Pennsylvania and New York, has naturally been an incentive to agriculture, and to some extent to manufactures.

Though our agricultural products include well-nigh all those usually produced in temperate latitudes, the nature of the soil in some parts and the demands of the nearest markets have led the farmers of New Jersey to cultivate vegetables and fruit to a very large extent. The vegetables of New Jersey have long been in special request in the markets of Philadelphia and New York, while our fruits are generally preferred and command better prices than those of other localities. There are vast tracts of the State almost entirely devoted to the cultivation of choice pears, grapes, peaches, strawberries, and other fine fruits. Dairy farming has also become a very important and profitable industry, especially since a number of our enterprising farmers have extensively imported Alderney, Guernsey and other choice breeds of cattle; some of the New Jersey dairies are unexcelled anywhere, either for extent or for the quality of their products.

The census of 1870 shows that there are 30,652 farms in the State, of which 15 contain 500 acres and under 1000 acres each; 7299 upwards of 100 acres each; 9415 upwards of 50 acres each. The number of hands employed, besides the owners of the farms, during the year ending May 31st, 1870, was 29,240, and the value of the agricultural products for the same year was \$42,725,198, as follows:

Spring Wheat, 2099 bushels; Winter Wheat, 2,299,334 bushels; Rye, 566,775 bushels; Indian Corn, 8,745,384 bushels; Oats, 4,009,830 bushels; Barley, 8283 bushels; Buckwheat, 353,983 bushels; Tobacco, 40,871 pounds; Wool, 336,609 pounds; Peas and Beans, 56,221 bushels; Irish Potatoes, 4,705,439 bushels; Sweet Potatoes, 1,550,784 bushels; Clover Seed, 26,306 bushels; Grass Seed, 72,401 bushels; Hops, 19,033 pounds; Hemp, 5 tons; Flax, 234,061 pounds; Flaxseed, 6095 bushels; Maple Sugar, 419 pounds; Sorghum Molasses, 17,424 gallons; Wax, 2021 pounds; Honey, 60,636 pounds; Butter, 8,266,023 pounds; Cheese, 38,229 pounds; Milk, sold, 5,373,323 gallons; Wine, 24,970 gallons. The total amount of wages paid during the year, including value of board, was \$8,314,548.

The statistics for 1880 will be found in another portion of the work.

The manufactures of New Jersey are very extensive and varied, and her mining industries highly important and valuable. To note the latter first: our mineral deposits include extensive and rich veins of copper, zinc and iron, and other minerals of less value. In the town of Hanover, Morris County, there is a valuable copper mine that was worked by the Dutch settlers before the British occupancy; in 1719, it had long been abandoned, when its existence was discovered, and hammers and other tools were found within.

John Schuyler, in 1745, imported a steam engine, the third erected on this continent, to keep the mine free from water. In 1750 a valuable mine, in New Brunswick, was leased and worked for a time by a Philadelphian, Elias Boudinot, but, though he was very successful and shipped a large quantity of copper to England, he very soon abandoned it. The New Jersey zinc company has some very valuable zinc mines in Sussex County, and elsewhere there are no less valuable deposits awaiting proper development. The extent and value of our iron mines may be partially understood when it is noted that vast tracts of many miles area in Morris, Hunterdon, Sussex, Warren, Passaic and other counties have scarcely been touched, and yet New Jersey holds the fourth rank among iron-producing States, being surpassed only by Pennsylvania, New York and Michigan, and this notwithstanding the smaller aggregate area of the State. The total yield of the State during the year 1871 was 450,000 tons, of which Morris County alone produced 360,000 tons. In 1872 the

yield reached 600,000 and in 1873 it was 665,650 tons. The depression in business of all kinds throughout the country affected the mining in our State, as elsewhere, and the production fell off in 1874 and 1875, but it is again rapidly growing.

The first settlements in Morris and Sussex Counties, as early as, if not earlier, than 1685, appear to have been induced by the rich mines that had already begun to be worked, and in 1720 mining had attained considerable proportions in Hunterdon County. Still earlier than Morris and Sussex, Monmouth County had iron-works before 1676 on an extensive scale for a newly-discovered country. As early as 1800, there were ten iron and two copper mines largely worked in Morris County.



PEACH TRADE—GOING TO MARKET.

The limestone and other stone quarries of Essex and other counties, and the vast marl beds in numerous localities, also furnish large interests, employ large numbers of workers, and produce most satisfactory returns. The value of marl, especially in localities where the soil is sandy and too light for profitable farming, was first observed in 1768, and immediately a considerable demand sprang up, which rapidly increased, until marl digging became an important industry, profitable not only to the owners and workers of the marl beds, but to farmers in all parts of this State and beyond.

But important and valuable as are the products of our farms, mines and quarries, it is as a great manufacturing State that New Jersey commands most attention. Early in her colonial days, New Jersey was distinguished for the rapid development of manufacturing enterprises, and while the State to-day is more remarkable for some lines in which she has the unquestioned lead, New Jersey is but little behind much larger States in the aggregate number of her establishments, the capital invested, the hands employed, the variety and the value of the products. One of our cities, Newark, ranks as the third manufacturing city of America, and Trenton, Paterson, Camden, and others are notable manufacturing centres.

The distinct record of manufacturing in New Jersey begins with the year of the Duke of York's transfer of his rights in the province to Lord Berkeley and Sir George Carteret, the year 1664, though there are satisfactory evidences that the earlier Dutch settlers had introduced some branches. Some of the dates we give below are simply the earliest that can be certainly fixed, though in many lines there is evidence that they began earlier.

The proprietors offered special inducements to mechanics and artificers to settle within their respective tracts, some giving the first of a craft a lot of land, others guaranteeing the first some peculiar rights or privileges. Of course, shoemaking, tailoring, and like occupations, were the first, as the necessities of the settlers would at once create a demand for them; but these as great manufactures are of modern development, and the small shops of the seventeenth and eighteenth centuries do not enter into the records of "establishments," except in a general statement of totals. But shoemaking requires leather, and we learn that tanning began in Elizabeth in 1664, and a large tannery was founded in Newark in 1695.

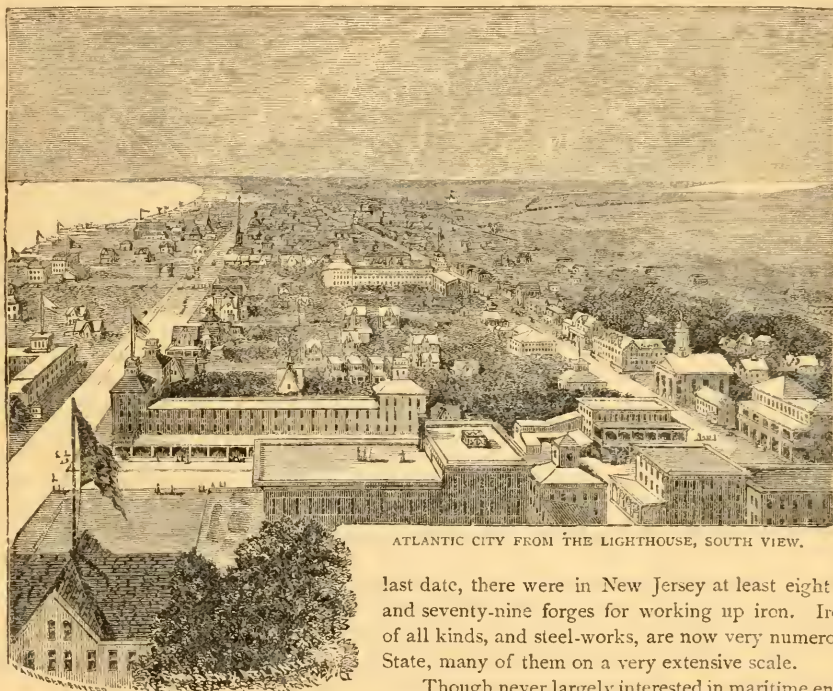
So, too, tailoring requires suitable stuffs to make up into clothing, and we learn that the manufacture of cloth, serges, crapes, linen stuffs, plushes, etc., was begun in Burlington and Salem Counties before 1678; the first fulling-mill is said to have been built in 1703, and in 1784 there were more than forty fulling-mills in the State. In 1791, the since famous city of Paterson was located by a "society for the establishment of useful



manufactures," and here the weaving and printing of calico was begun in 1794, and the manufacture of woolen and duck goods soon became a leading interest here. The silk manufacture, for which Paterson is now most famous, was not introduced until 1840.

Newark had a grist-mill in 1668, Woodbridge (Middlesex County), one in 1670, Rawcoas (Burlington County), one in 1680, Hoboken, one in 1682, and many others were built in various places about this time and shortly afterwards. Woodbridge also had a saw-mill in 1682, and the demand for lumber for building was so great that quite a number of saw-mills went up in this and the ensuing year. We have no record of the year when brick-making was begun, but in 1683 the provincial assembly passed an act presenting the size and quality of bricks, so that the manufacture must have been already one of considerable extent.

The working of the iron mines of the province led to the early establishment of iron-works; the first record is of the sale of a works already in operation near Shrewsbury (Monmouth County), by James Grover to Lewis Morris, October 25th, 1676. Others followed rapidly. The first steel manufactory of which we find mention was founded in 1769, on the Assanpink Creek, and seven years later another was built on the same stream; before 1775 sheet-iron was made at Mount Holly. A nail factory was established at Burlington before 1797, and the first rolling-mill was erected at Dover (Morris County), in 1792. Eight years before the



ATLANTIC CITY FROM THE LIGHTHOUSE, SOUTH VIEW.

last date, there were in New Jersey at least eight furnaces and seventy-nine forges for working up iron. Iron-works of all kinds, and steel-works, are now very numerous in the State, many of them on a very extensive scale.

Though never largely interested in maritime enterprises, New Jersey has always been quite largely engaged in

ship and boat building; it began as early as 1683, and soon grew into an important interest.

The first paper-mill in the province and the second on the continent was erected at Elizabeth in or probably before 1728; in 1756 a large one was built in Trenton, and as early as 1787 there were a number of manufactories of paper hangings.

The manufacture of glass was begun before 1748, but the first notice we have of an extensive establishment was in that year at Freasburg (or Friesburg, Salem County); and in 1765 an extensive works was in operation near Allowaystown, in the same county. In 1780, a large works was established near Malaga (then Gloucester, now Camden County) for the manufacture of window-glass, and in 1810 the first factory for manufacturing hollow-ware was built at Glassboro' (Gloucester County). The annual product of the State in window-glass is about \$1,500,000, and in hollow-ware nearly \$2,000,000.

Before the revolution, there were many salt-works along the shores of the province, among them a very extensive one near Townsend Inlet (Cape May County), the owner of which, Dr. Harris, incurred the special ill-will of the British because he furnished gunpowder to the patriot army, and a number near Squan (Monmouth County) were burned down by the British, which would no doubt have been the fate of Dr. Harris's large works had they been as easily reached by the enemy.

Among the industries of the State, not the least important and profitable are those connected with the procuring, packing and shipping of fish; our shad and other scale fishes in season are always in great demand; but the oysters and clams of New Jersey are unsurpassed either in quantity or quality by any region; the fine salt oysters and clams of our seaboard and inlets are deservedly famous.

Previous to 1751, Samuel Keimer, of Philadelphia, occasionally brought a printing press, type, etc., to Burlington, but it would appear that he did not find any excess of work, for he never staid long. In 1751, however, James Parker, of Woodbridge, established a printing office in that town; he removed to Burlington in 1765, but only remained a short time, during which he printed "Smith's History of New Jersey," and returned to Woodbridge; here he printed a folio edition of the provincial laws, and published "The New American Magazine," monthly, for more than two years.

*The New Jersey Gazette* was the first newspaper; it was published by Isaac Collins, and the first number appeared December 1st or 2d, 1777; its publication office was in Burlington until the ensuing March, when it was removed to Trenton; it was a weekly, nine by fourteen inches in size, subscription twenty-six shillings per annum; it was discontinued on account of the high price of paper, on the 27th of November, 1786—exactly nine years from its commencement. *The New Jersey Journal* was published at Chatham (Morris County), in 1779, and removed to Elizabeth in 1786. May 5th, 1787, the third paper, *The Federal Post, or Trenton Weekly Mercury*, made its appearance; on the 3d of October, 1788, it was reduced somewhat in size, and changed to a semi-weekly, but the latter change was abandoned within a month. March 5th, 1791, the first number of *The New Jersey Gazette*—the same name as, but not avowedly a revival of the first paper noticed above—was issued at Trenton; January 3d, 1797, the first publishers, George Sherman and John Mershon, sold it to Matthias Day, who changed its name to *The State Gazette and New Jersey Advertiser*, and July 9th, of the next year, Gershom Craft and William Black bought it and again changed its name to *The Federalist and New Jersey Gazette*; May 11th, 1802, its name was shortened into *The Trenton Federalist*, which answered for twenty-seven years, when (July 4th, 1829) it became *The New Jersey State Gazette*. In 1857 it was made a daily, and called *The Daily State Gazette and Republican*, but subsequently dropped the latter name, and under this title it is still one of the best newspapers in the State.

There are now twenty-five daily, one hundred and eighteen weekly, and one semi-weekly papers published in New Jersey, and there are thirteen monthly periodicals.

The Dutch settlers, and the Scotch Presbyterians no less, fully comprehended the importance of education to the development of good morals and the stability of their settlements on this continent, and early took steps towards the establishment of thorough systems of schools, academies and colleges, and among the leading, most prosperous institutions of the State of New Jersey the great colleges at New Brunswick and Princeton are noble monuments of their wise foresight and sound judgment. The earliest Dutch settlers took immediate steps for the proper teaching of their children, the Swedes opened schools immediately upon effecting their settlements, and the English, Scotch and others coming under the British *regime* invariably brought school teachers as well as preachers with them; the Friends (or Quakers) have ever estimated education as part of their religion, and those who know ought of them readily anticipate the fact that the first party, those accompanying Fenwick to Salem, had excellent schools even before they had time for erecting buildings to accommodate; one of Fenwick's earliest schools has been continuously maintained to this day, and is inferior to none in the country; the Friends of Burlington, too, had their famous "Shackelwell School" in operation about 1667, "for the teaching of whatsoever things were civil and useful." As early as November of this year (1667), the settlers at Newark opened schools. In 1693, the general assembly passed "an act for the establishment of schoolmasters in the province, for the cultivation of learning and good manners, and for the good and benefit of mankind," and this act was a model for completeness and thoroughness in directing the methods and means for its enforcement; it established the principle of compelling all settlers to pay a fair proportion of the expenses of schools for the general welfare, directing the levying and collection of taxes in all communities where sufficient funds were not voluntarily contributed. This act was amended and perfected in 1695, and was the excellent germ of the grand public school system which New Jersey has long sustained. The public school system of this State is equitable, thorough, and second to none in the country in any particular.

"The College of New Jersey" was opened at Elizabethtown, and was incorporated in 1746; in 1756 it was removed to Princeton, where it has ever since flourished. It is one of the best and most complete and thorough universities in the western world. "Rutgers College" was chartered in 1770 as "Queens College," and then, as now, was located at New Brunswick; it is in all respects a most excellent institution. Besides these venerable institutions, controlled the one by the Presbyterian, and the other by the Dutch Reformed Church, the Protestant Episcopal Church has an admirable college at Burlington (called Burlington College), and the Roman Catholics have one at South Orange, known as Seton Hall. Not less deserving of mention in our brief notice is the Stevens Institute of Technology, at Hoboken, which is one of the best institutions of its important class in the United States. Among the old institutions of learning, of a high grade, but below the college, is the Trenton Academy, established in 1782, by "The Trenton School Company," organized in 1781



and incorporated by the legislature in 1785 as "the proprietors of the Trenton Academy." There are other more recent but not less excellent or less celebrated private or denominational academies scattered all over the State; as, the Edge Hill Military School, at Merchantville, Camden County; the Freehold Institute, at Freehold, Monmouth County; St. Mary's Hall (for young ladies), at Burlington; the Elizabeth Academy (for young ladies), at Elizabeth; the Brainerd Institute, at Cranberry, Middlesex County; the Lawrenceville Female Seminary, at Lawrenceville (Mercer County); the Pennington Seminary, at Pennington; the West Jersey Academy and the South Jersey Institute, both at Bridgeton; besides many others, equally worthy but too numerous for mention in our limited space here, most of which will be noticed in the articles below upon the cities and principal towns of the State.

The railroad system is extensive and includes not only various leading lines, as from Camden to Cape May, Camden to Atlantic City, the Camden and Amboy, the Central, the Southern, etc., but a large number of short lines, especially for the accommodation of farmers and manufacturers; in 1830 there were 14 miles of railroad; in 1850, 318 miles; in 1860, 560 miles; in 1870, 1125 miles; in 1878, 1663 miles, and in 1880 nearly 2000 miles.

New Jersey extends 167 miles northwardly from latitude  $38^{\circ} 56'$  to  $41^{\circ} 21'$ , and its extreme western point is at longitude  $73^{\circ} 54'$  and its extreme eastern at  $75^{\circ} 33' W.$ ; total area, 8320 square miles. It is bounded north and northeast, by New York; east, by New York and the Atlantic Ocean; south, by the Atlantic and Delaware Bay, and west, by Delaware and Pennsylvania; the Delaware Bay and River wash the entire western side, while it is separated from New York by the Hudson River, New York Bay, the Kill von Kull, Staten Island Sound and Raritan Bay, and it has about 200 miles of sea coast.

## POPULATION OF THE STATE BY COUNTIES,

SHOWING THE INCREASE BY THE LAST CENSUS.

New Jersey has kept pace with her more pretentious neighbors in the increase of population, and shows a gain of nearly a quarter of a million on a population of less than a million. The greatest increase has been in the counties lying adjacent to New York city, notably Hudson and Essex, where nearly one-half of the whole State's gain is credited. Hudson comes first, with an increase of 58,662, followed by Essex, Passaic, Camden and Union, in the order named, with Salem and Sussex bringing up the rear, with gains of less than a thousand. The detailed table, with census of 1870 and 1880, is as follows:

Counties.	1880.	1870.	Increase.	Counties.	1880.	1870.	Increase.
Atlantic .....	18,706	14,163	4,543	Middlesex .....	52,286	45,057	7,229
Bergen .....	36,790	31,033	5,757	Monmouth .....	55,335	46,316	9,219
Burlington .....	55,403	53,774	1,629	Morris .....	50,867	43,161	7,706
Camden .....	62,941	46,206	16,735	Ocean .....	14,455	12,658	1,797
Cape May .....	9,765	8,529	1,236	Passaic .....	68,716	46,468	22,248
Cumberland .....	37,694	34,688	3,006	Salem .....	24,580	23,951	629
Essex .....	189,819	143,907	45,912	Somerset .....	27,161	23,514	3,647
Gloucester .....	25,886	21,527	4,359	Sussex .....	23,553	23,168	385
Hudson .....	187,950	129,288	58,662	Union .....	55,571	41,891	13,680
Hunterdon .....	38,568	36,961	1,607	Warren .....	36,588	34,419	2,169
Mercer .....	58,058	46,470	11,588		1,130,892	908,149	222,743

## UNITED STATES SENATORS.

The following is a list of the United States Senators for New Jersey from 1789 to date:

JONATHAN ELMER.....Mar. 4, 1789, to Mar. 3, 1791.	MAHLON DICKERSON....Jan. 30, 1829, to Mar. 3, 1833.
WILLIAM PATERSON.....Mar. 4, 1789, to Nov. 23, 1790.	SAMUEL L. SOUTHARD....Mar. 4, 1833, to June 26, 1842.
PHILEMON DICKINSON....Nov. 23, 1790, to Mar. 3, 1793.	GARRET D. WALL.....Mar. 4, 1835, to Mar. 3, 1841.
JOHN RUTHERFORD.....Mar. 4, 1791, to Dec. 5, 1798.	JACOB W. MILLER.....Mar. 4, 1841, to Mar. 3, 1853.
FRED. FRELINGHUYSEN...Mar. 4, 1793, to Nov. 12, 1796.	WILLIAM L. DAYTON....July 2, 1842, to Mar. 3d, 1851.
RICHARD STOCKTON.....Nov. 12, 1796, to Mar. 3, 1799.	JACOB W. MILLER.....Jan. 4, 1841, to Mar. 3, 1853.
FRANKLIN DAVENPORT...Dec. 5, 1798, to Feb. 14, 1799.	ROBERT F. STOCKTON...Mar. 4, 1851, to Feb. 11, 1853.
JAMES SCHUREMAN.....Feb. 14, 1799, to Feb. 26, 1801.	WILLIAM WRIGHT.....Mar. 4, 1853, to Mar. 3, 1859.
JONATHAN DAYTON.....Mar. 4, 1799, to Mar. 3, 1805.	JOHN R. THOMSON (died).Feb. 11, 1853, to Dec., 1862.
AARON OGDEN.....Feb. 26, 1801, to Mar. 3, 1803.	RICH'D S. FIELD (vacancy).Dec. 12, 1862, to Jan. 13, 1863.
JOHN CONDIT.....Sept. 1, 1803, to Mar. 3, 1809.	JOHN C. TEN EYCK.....Mar. 17, 1859, to Mar. 3, 1865.
AARON KITCHELL.....Mar. 4, 1805, to Mar. 21, 1809.	JAMES W. WALL (vacancy).Jan. 14, 1863, to Mar. 3, 1863.
JOHN LAMBERT.....Mar. 4, 1809, to Mar. 3, 1815.	WILLIAM WRIGHT.....Mar. 4, 1863, to Nov., 1866.
JOHN CONDIT.....Mar. 21, 1806, to Mar. 3, 1817.	F. T. FRELINGHUYSEN...Nov. 1866, to Mar. 3, 1869.
JAS. JEFFERSON WILSON..Mar. 4, 1815, to Jan. 26, 1821.	JOHN P. STOCKTON.....Mar. 4, 1865, to Mar. 27, 1866.
MAHLON DICKERSON.....Mar. 4, 1817, to Mar. 3, 1829.	ALEX. G. CATTELL.....Mar. 27, 1866, to Mar. 3, 1871.
SAMUEL L. SOUTHARD....Jan. 26, 1821, to Nov. 12, 1823.	JOHN P. STOCKTON.....Mar. 4, 1869, to Mar. 3, 1875.
JOSEPH McILVAINE.....Nov. 12, 1823, to Nov. 10, 1826.	F. T. FRELINGHUYSEN...Mar. 4, 1871, to Mar. 3, 1877.
EPHRAIM BATEMAN.....Nov. 10, 1826, to Jan. 30, 1829.	T. F. RANDOLPH.....Mar. 4, 1875, to —.
THEO. FRELINGHUYSEN...Mar. 4, 1829, to Mar. 3, 1835.	JOHN R. McPHERSON....Mar. 4, 1877, to —.

## CHRONOLOGICAL LIST OF GOVERNORS OF NEW JERSEY.

## GOVERNORS OF EAST JERSEY.

PHILIP CARTERET.....	1665 to 1681
ROBERT BARCLAY.....	1682 to 1683
THOMAS RUDYARD, Deputy Governor.....	1683
GAWEN LAURIE.....	1683
LORD NIEL CAMPBELL.....	1685
ANDREW HAMILTON.....	1692 to 1697
JEREMIAH BASSE.....	1698 to 1699

## GOVERNORS OF WEST JERSEY.

SAMUEL JENINGS, Deputy.....	1681
THOMAS OLIVER, Governor.....	1684 to 1685
JOHN SKEIN, Deputy.....	1685 to 1687
WILLIAM WELSH, Deputy.....	1686
DANIEL COXE, Governor.....	1687
ANDREW HAMILTON.....	1692 to 1697
JEREMIAH BASSE, Deputy.....	1697 to 1699
ANDREW HAMILTON, Governor, 1699 till sur- render to the Crown.....	1702

## EAST AND WEST JERSEY UNITED.

JOHN LORD CORNBURY, Governor.....	1703 to 1708
JOHN LOVEACE—(died in office).....	1708
RICHARD INGOLSEY, Lieutenant-Governor.....	1709 to 1710
GENERAL ANDREW HUNTER.....	1710 to 1720
WILLIAM BURNET.....	1720 to 1727
JOHN MONTGOMERIE.....	1728 to 1731
LEWIS MORRIS.....	1731 to 1732
WILLIAM CROSEY.....	1732 to 1736
JOHN HAMILTON.....	1736 to 1738
(The above were also Governors of New York at the same time.)	

## SEPARATE FROM NEW YORK.

LEWIS MORRIS.....	1738 to 1746
JOHN HAMILTON.....	1746 to 1747
JONATHAN BELCHER.....	1747 to 1757
JOHN READING.....	1757 to 1758
FRANCIS BARNARD.....	1758 to 1760

## SEPARATE FROM NEW YORK.

THOMAS BOONE.....	1760 to 1761
THOMAS HARDY.....	1761 to 1763
WILLIAM FRANKLIN.....	1763 to 1766

## FROM THE ADOPTION OF THE FEDERAL CONSTITUTION.

WILLIAM LIVINGSTON (Federalist).....	1776 to 1790
WILLIAM PATTERSON (Federalist).....	1790 to 1792
RICHARD HOWELL (Federalist).....	1792 to 1801
JOSEPH BLOOMFIELD (Democrat).....	1801 to 1802
JOHN LAMBERT, President of Council and Acting Governor (Democrat).....	1802 to 1803
JOSEPH BLOOMFIELD (Democrat).....	1803 to 1812
AARON OGDEN (Federalist).....	1812 to 1813
WILLIAM L. PENNINGTON (Democrat).....	1813 to 1815
MAHLON DICKERSON (Democrat).....	1815 to 1817
ISAAC H. WILLIAMSON (Federalist).....	1817 to 1820
GARRET D. WALL (Democrat).....	1820 decl'd
PETER D. VROOM (Democrat).....	1820 to 1832
SAMUEL L. SOUTHARD (Whig).....	1832 to 1833
ELIAS P. SEELEY (Whig).....	1833 to 1833
PETER D. VROOM (Democrat).....	1833 to 1836
PHILEMON DICKERSON (Democrat).....	1836 to 1837
WILLIAM PENNINGTON (Whig).....	1837 to 1843
DANIEL HAINES (Democrat).....	1843 to 1844
CHARLES C. STRATTON (Whig).....	1845 to 1848
DANIEL HAINES (Democrat).....	1848 to 1851
GEORGE F. FORT (Democrat).....	1851 to 1854
RODMAN M. PRICE (Democrat).....	1854 to 1857
WILLIAM A. NEWELL (Republican).....	1857 to 1860
CHARLES S. OLDEN (Republican).....	1860 to 1863
JOEL PARKER (Democrat).....	1863 to 1866
MARCUS L. WARD (Republican).....	1866 to 1869
THEODORE F. RANDOLPH (Democrat).....	1869 to 1872
JOEL PARKER (Democrat).....	1872 to 1875
JOSEPH D. BEDLE (Democrat).....	1875 to 1878
GEORGE B. McCLELLAN (Democrat).....	1878 to 1881
GEORGE C. LUDLOW (Democrat).....	1881 to —

## THE STATE LIBRARY AT TRENTON.

This valuable collection of books is located in a roomy apartment in a southern wing of the State capitol. The old saying, "Great oaks from little acorns grow," most appropriately applies to this institution.

The first library of the State was a case ordered to be procured by Maskill Ewing, clerk of the House of Assembly, for the keeping and preservation of such books as belonged to the legislature. It was ordered by a resolution passed March 18th, 1796. This was the nucleus of the present extensive library. On February 18th, 1804, William Coxe, of Burlington; Ezra Darby, of Essex, and John A. Scudder, of Monmouth, were appointed a committee on rules, and to make a catalogue; they reported that there were 168 volumes belonging to the State, and presented a code of seven rules, which was adopted. On February 10th, 1813, an act (the first one) was passed, entitled "An Act concerning the State Library." Up to 1822 it appears that the clerk of the House had charge of the books as librarian, and on November 16th, 1822, an act was passed for the appointment of a State librarian, annually, by joint meeting. In 1846, on April 10th, an act was passed making the term of office three years. The law library at that time belonged to the members of the law library association. The only persons allowed the use of the library were members of the association, the chancellor, and the judges of the several courts. Stacy G. Potts was treasurer and librarian of the association. The law library was kept in the supreme court room until 1837, when the legislature authorized the State librarian to fit up a room adjoining the library for the care and reception of the books and papers belonging to the State library. Thus the two libraries were consolidated. On March 13th, 1872, \$5000 per year for three years was appropriated for the library by the legislature, and by the act of March 15th, 1876, the sum of \$2500 was appropriated for finishing and refurnishing the library room.

A new catalogue has been prepared by Capt. J. S. McDanolds, the librarian, and many important and useful improvements have been effected under his administration.



# THE INDUSTRIES OF NEW JERSEY.

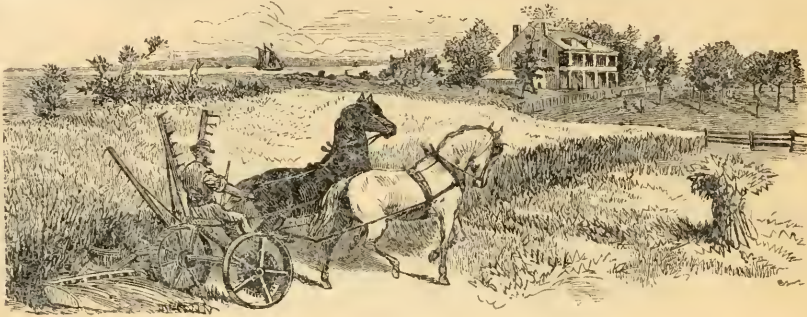


## A BRIEF REVIEW OF THE VARIOUS COUNTIES OF THE STATE, SHOWING THEIR RESOURCES AND PECULIAR BUSINESS ADVANTAGES, ALPHABETICALLY ARRANGED.

**ATLANTIC COUNTY.**—This county was organized February 7th, 1837, having been previously the eastern part of Gloucester County. It has an area of about 600 square miles, and a population in 1880 of 18,706; in 1850, its population was 8961; in 1860, 11,786; in 1870, 14,093. In the census of 1870, the real and personal property in the county was stated at \$6,687,491. The county seat is at May's Landing. The surface of the county is level, and there are extensive forests of pine trees; the soil is rather sandy, and poor in parts, but in some localities, as in the vicinity of Hammonton and Egg Harbor city, large quantities of choice fruit are raised; cranberries are extensively raised in some of the townships. The chief industries are fishing and procuring of oysters and clams, which abound in the streams, inlets, and along the coast generally. The manufactures of this county are not extensive, but are steadily and somewhat rapidly growing; they comprise boots and shoes, clothing, cigars, wines, etc., the grapes for the wines being raised in the vicinity of the presses. The county is traversed by the Camden and Atlantic, the Philadelphia and Atlantic City and the West Jersey and Atlantic City Railroads.

**BERGEN COUNTY.**—When, in 1682, the assembly of the province of East New Jersey divided the province into four counties, one of these was designated Bergen, but the original county was very different from Bergen County of the present day; it was very extended in area and was but sparsely peopled; it comprised all the settlements between the Hackensack and Hudson Rivers, from Constable's Hook (Hudson County) to the northernmost boundary of the province: in 1810, the line was extended to Pequannock and Passaic Rivers and the Sound. This great area was first reduced in 1837 by the formation of Passaic County, and further in 1840, to its present area of about 300 square miles, by the setting off of Hudson County. The population of the immense county sixty-three years after its creation, in 1745, was only 3006, while after the separation of Hudson County, in 1840, the census gave Bergen County a population of 13,223; in 1850, it had 14,725; in 1860, 21,618; in 1870, 30,122, and in 1880 it had 36,790. The surface is largely mountainous or hilly, and the soil fertile, producing Indian corn, potatoes and garden vegetables, and hay; it has numerous fine dairy farms, the milk, butter and cheese from which find a ready sale in New York. The county is intersected by the Northern New Jersey, the Erie, the New Jersey Midland, and the Delaware, Lackawanna and Western Railroads—and is partly drained by the Hackensack and Ramapo Rivers, while the Hudson forms the eastern boundary, its bank here rising in a perpendicular wall of trap-rock to a height of nearly five hundred feet, and designated the Palisades. The valuation of the real and personal property in this county, in 1870, was \$35,649,660. The county seat is at Hackensack.

**BURLINGTON COUNTY.**—This county takes its name from the city of Burlington, which was one of the earliest towns of West New Jersey, and the county was first constituted in 1677; its boundaries were definitely adjusted in 1710, and then included the territory three years afterwards set off as Hunterdon County, and a part of that in 1838 assigned to Mercer County. Its present area is about 725 square miles, the largest in the State; in length, from northwest to southeast, it extends from the Delaware River to the Atlantic Ocean, its shore on the former being about twenty miles and on the latter only about five. The surface is mostly level, and in some parts there are dense forests of oak, pine, etc. Rich marl is very abundant in some localities, by liberal use of which in those parts where the soil is light and sandy, the county obtains its reputation of being one of the best agricultural districts in the country; there are a great number of truck farms, small and large,



FARM SCENE—BURLINGTON COUNTY.

the vegetables from which are in ready demand in the Philadelphia market; dairies are also a feature of Burlington County farming, the milk, butter, etc., being readily transported by steamboat and railway to Philadelphia; in some parts, too, berries and various kinds of fruit are largely and profitably cultivated, the yield being large and the quality excellent; wheat, corn, oats, potatoes, etc., are among the staples. Besides the Delaware on its northwestern border, the county is partly drained by the Little Egg Harbor River and Rawocas Creek, and it is intersected by the New Jersey Southern and the Burlington County Railroads, the Camden and Amboy division of the Pennsylvania's leased lines runs along the Delaware front; and there are numerous local short lines. The real and personal estate was appraised in the census of 1870 at \$46,984,047, and the population was 53,639; in 1860 it was 49,730, and in 1880, 55,403. Mount Holly is the capital.

**CAMDEN COUNTY.**—Though one of the latest organized of the counties of New Jersey, and though its aggregate area scarcely exceeds 250 square miles, Camden County is one of the leading counties of the State in the value of its farm products, and in the variety, extent and value of its manufactures, the banks of Cooper's Creek being lined for miles with immense mills, factories, etc., with a large number elsewhere in all parts of the county. Camden County was organized March 13th, 1844, having been formerly part of Gloucester County. In 1850 the county had a population of 25,422; in 1860, 34,457; in 1870, 46,193; and in 1880, 62,941. The census of 1870 gave \$31,328,554 as the valuation of the real and personal estate in the entire county, but the *taxable property* in the city of Camden alone in 1880 was appraised at little less than that amount. The surface of the county is mostly level; though the soil in some parts is naturally poor, in others it is a rich loam, and the judicious use of fertilizers, with the liberal use of marl, which is very abundant in the county, has converted the poorest into soil scarcely inferior to the richest. The marl beds are not only very numerous, but peculiarly rich. Among the staple products are wheat, corn, rye, etc., but special attention is profitably given to the cultivation of potatoes (white and sweet), tomatoes, cabbages and all varieties of table vegetables, and of watermelons, citronmelons, etc., strawberries, and other popular delicacies; among the finest fruits and best vegetables in the Philadelphia markets those of Camden County are conspicuous, and even in New York they are in request. The numerous dairies of the county include some that are famous for their Alderney, Guernsey and other choice imported stock. It is, however, as a manufacturing centre that Camden County is most celebrated and most successful; except in the manufacture of glass, the many immense establishments are of comparatively recent origin, the oldest being less than forty years old, but not a few of them are unexcelled by any on the continent, either in the extent of their works, the capital invested, the amount of material consumed, the number of work-people employed, or the value of their products. The county is traversed by the Camden and Atlantic, West Jersey, the Camden and Amboy division of the leased lines of the Pennsylvania, the Philadelphia and Atlantic City, the West Jersey at Atlantic City, the New Jersey Southern and the Burlington County Railroads, of which the first named intersects the county through its entire length. The county seat is at the city of Camden.



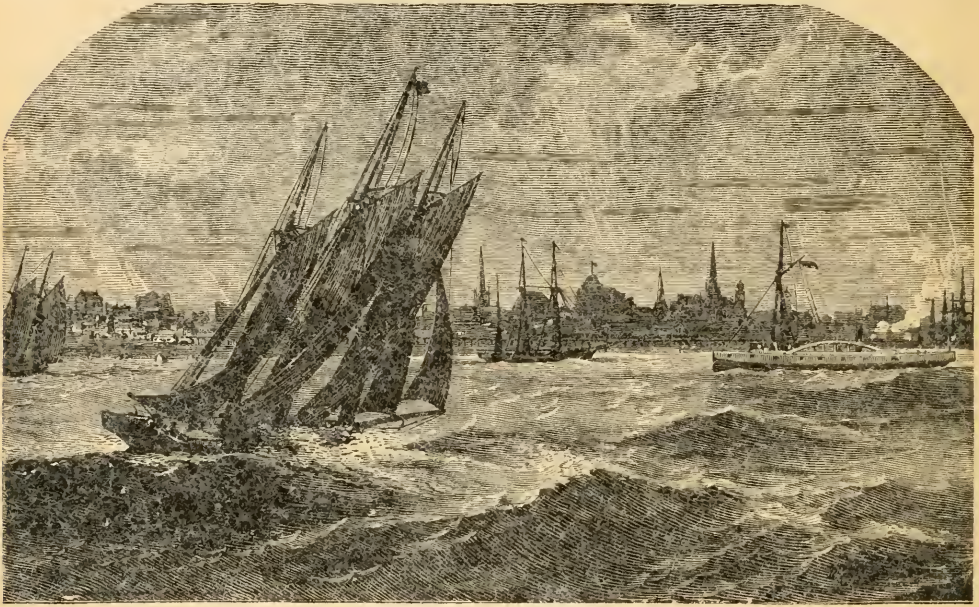
**CAPE MAY COUNTY.**—This is one of the oldest counties of the State, the first settlement having been made in 1623 by a party who came from Holland under the lead of Captain Cornelius Jacobse Mey, and the county having been defined by proprietary law in 1692, and its present limits fixed in 1710. It is the southernmost, and has the least population of the counties; it is in part a peninsula and almost an island, being separated from the mainland on the north by the Tuckahoe River, and on the west partly by West Creek, and being connected with Cumberland County on the northwest by a narrow strip between the river and creek. Its area is about 250 square miles, and its population is now (census of 1880) 9765; in 1810, it was 3632; in 1830, 4936; in 1850, 6433; and in 1870, 8349. The surface is level, and in the southeastern part are extensive marshes; the soil is generally good, and wheat, corn and hay are the staples, and great quantities of cranberries are raised in the marshy districts. The real and personal property was stated, in the census of 1870, as worth \$5,599,383. The capital is styled Cape May Court House. Near the centre of the county is an extensive deposit of white cedar, to an unascertained depth, which is perfectly sound, though it is estimated from the growth above to be not less than 2000 years old; a large force is employed in digging and working the timber into posts, shingles, etc. The chief industries, besides farming, are fishing, and obtaining oysters and clams, which are very abundant in the streams and inlets and along the coast generally, and are readily transported to the markets by the West Jersey Railroad and by vessels.

**CUMBERLAND COUNTY.**—Cumberland was a part of Salem County until 1747, when it was organized as a separate county by the provincial assembly, and named in honor of the Duke of Cumberland by Governor Belcher. It contains an area of about 500 square miles, a population in 1880 of 37,694, and real and personal property to the value of \$21,776,415, according to the census of 1870; the population in 1850 was 17,189; in 1870, 34,665. It is drained by the Delaware Bay, which forms its southwestern boundary, and by the Maurice River, Cohansey River, and numerous smaller streams. The surface is generally level, and the soil very good, though in some parts rather sandy; among its staples are wheat, corn, oats and hay, but in some places sweet potatoes yield the best paying crops. Cumberland County is specially noted for its grapes, pears, peaches and berries, and some townships produce delicious watermelons, etc., in great quantities, while in some places cranberries are extensively cultivated. The manufactures of this county are considerable, including glassware, window glass, nails and other iron products, woolen and leather goods, machinery, carriages, etc., besides numerous canning establishments and wine manufactories, some on a large scale. The New Jersey Southern and West Jersey Railroads intersect the county, the latter with a branch from Vineland to Bridgeton, and there is an important local road called the Bridgeton and Port Norris Railroad, which extends from Bridgeton past Port Norris to Bay Side View, at Maurice River Cove, the famous source of supply of some of the finest oysters that reach the Philadelphia market. The city of Bridgeton is the capital.

**ESSEX COUNTY.**—This is, with the exception of Hudson and Union, the smallest county in area in the State, and at the same time it has the largest population; one of four original counties of East New Jersey, established in 1682, was Essex, but, as in the case of Bergen, the county then so styled comprised a large extent of territory, larger considerably even than Bergen; the bounds were repeatedly changed in the creation of Morris and other counties, the last change being made in 1847, when Union County was set off from it; its area is only about 150 square miles, its population in 1880 being 189,819, and its real and personal property by the census of 1870 was \$160,269,082; doubtless now, in 1880, considerably above \$200,000,000: the population of Essex County in 1810, when its area was more than thrice what it now is, was 25,984; in 1840, including Union County, 44,621; in 1850, with the present area, 73,950; in 1860, 98,877, and in 1870, 143,839. The level surface is relieved by two remarkable ridges, called First and Second Mountains, and it is well drained by the Passaic River and Newark Bay, the former of which also supplies superior water-power. The soil is generally excellent, and the staple products include grains, hay, potatoes, etc., and there are a goodly number of excellent dairies, but the county is chiefly interested in manufactures, and, besides Newark, the third city of the continent in this particular, contains a number of thriving manufacturing villages, as Belleville, Bloomfield, Franklin, Montclair, etc., and the city of Orange. The Morris and Essex division of the Delaware, Lackawanna and Western, the Philadelphia and New York branch of the United Railroads leased by the Pennsylvania, and numerous local lines, afford the county ample railroad facilities, while the Passaic River and Newark Bay furnish convenient channels for the transportation of its agricultural and manufacturing products. The county seat is at Newark.

**GLOUCESTER COUNTY.**—The original Gloucester County included, besides the present county of that name, the territory now embraced in Atlantic and Camden Counties. The county was first named in 1677, and its bounds defined in 1710; in 1810 the county contained 19,744 inhabitants; in 1830, 28,431; in 1837 Atlantic County was created, with more than one-half the territory and less than one-fourth of the inhabitants of Gloucester, which, in 1840, was accredited by the national census with a population of only 25,438; in 1844 its extent was again more materially changed, by the organization of Camden County, to which were given about

one-half of the territory and more than three-fifths of the population, so that in the census of 1850, Gloucester County had but 14,655, which within the next ten years increased to 18,444, and by 1870 to 21,562; in 1871, Monroe township, with 1663, and Washington township, with 1567, were severed from Camden and annexed to Gloucester County, which, in 1880, had a population of 25,886; its present area is a trifle over 300 square miles. The surface is mostly level, the soil good, some naturally too sandy places being improved by an admixture of marl; there are some tracts as yet uncultivated, which are mostly occupied by pine timber. The county is well drained by the Delaware River on its northwestern, the Big Timber Creek on its northeastern, and the Old Man's Creek on its southwestern borders, and to some extent by the Great Egg Harbor and Maurice Rivers, and by numerous small streams. In 1870, according to the census, 762,624 bushels of sweet potatoes were raised in Gloucester County—a quantity not equaled by any other county in the country; besides sweet potatoes, wheat, corn, hay and white potatoes are raised, but a large portion of the soil is devoted, with



DELAWARE RIVER AT GLOUCESTER.

most satisfactory results, to the raising of cabbages, beans and other table vegetables for the Philadelphia markets, and excellent grapes and berries are grown in the vicinity of Newfield, Forest Grove, etc., and in some places cranberries are profitably cultivated. The manufacture of glass is a leading branch of the industries of the county, in which some of its residents embarked before the revolution; there is a large works at Malaga, which was started in 1780, while one of the six large establishments at Glassboro' was begun in 1810, and is said to have been the first in the country that manufactured glass hollow-ware. The county enjoys ample railroad facilities by the West Jersey (and its branches) and the Delaware River Railroads. Value of real and personal estate in 1870, \$18,737,720. Woodbury is the county town.

**HUDSON COUNTY.**—Though this county was not organized until 1840, it contains the earliest settled point in East New Jersey, if not in the entire State, and though it has an area of only about 75 square miles, but little more than one-tenth of that of Burlington County, it has a population much more than double the population of that county, and second only to Essex County. It is still more remarkable, however, for the fact that its population more than doubled within the decade from 1860 to 1870, being 62,717 in the census of 1860, and 129,067 in 1870. The present population of the county is 187,950. The density of its population is due to its containing two large cities, Jersey City and Hoboken, with populous suburbs, and the exceptional increase to the marvelous growth of the cities named. The surface of the county is quite hilly. It is intersected by the Hackensack River, and has the Hudson River and New York Bay on its eastern, Newark Bay on its southern, and the Passaic River on its western border. The Northern New Jersey, the New Jersey Midland, the Erie and numerous other railroads traverse the county. The census of 1870 placed the valuation of the real and personal property of the county at \$135,139,369. The county seat is at Jersey City. The manufactures of the county, which are extensive and valuable, will be noticed in the paragraphs on Bayonne, Hoboken, and Jersey City, further on in this work.



**LOWEST AND HIGHEST PRICES OF COMMODITIES FOR FIFTY-SIX YEARS—1825—1880.**

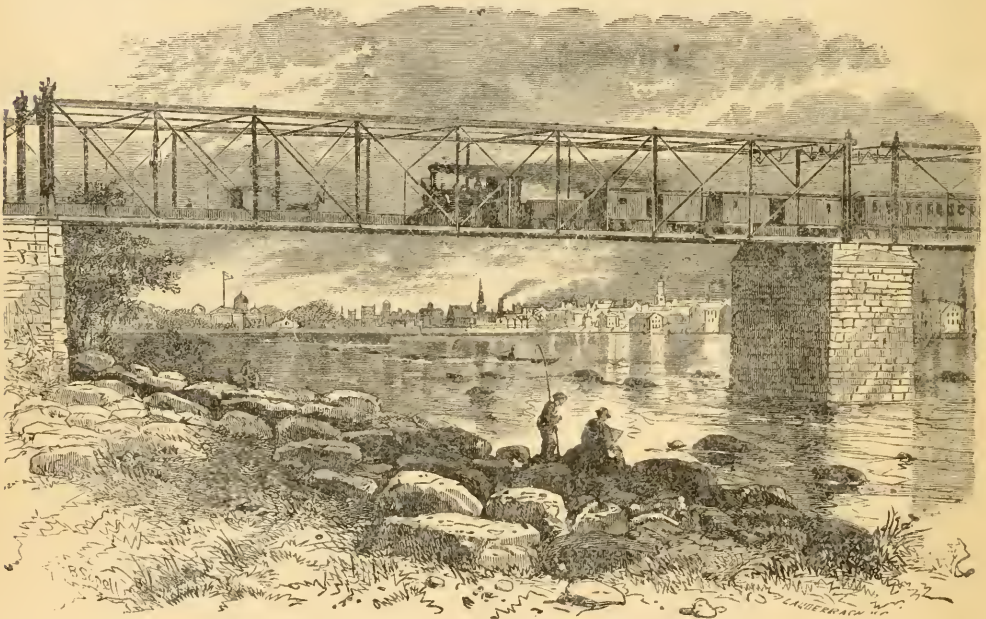
(Compiled from the Reports of the Secretary of the Treasury for 1863 and 1873, the Commercial and Financial Chronicle, Reports of the N. Y. Chamber of Commerce, and the N. Y. Shipping List and Price Current.)

NOTE.—In the American Almanac and Treasury of Facts for 1878, pp. 278-9, appeared a table of prices compiled on the basis of the average price of each article in New York, the 1st of January of each year. Such a table, however useful, fails to give the data which are important in forming a judgment of the whole range of prices for each year. The following table, carefully compiled from the sources indicated, takes the prices of the twelve months in each year, selecting the highest and lowest quotation for each article. It is to be understood, where no mention of quality is made, that the price quoted is for the cheapest grade of each commodity.

Years.	Pork, Mess.		Rice.		Salt, Liverpool.		Sugar, Raw.		Tobacco, Ky. Leaf.		Wheat.		Whiskey.		Wool.											
	Bbl.		100 lbs.		Sack.		lb.		lb.		Bush.		Gal.		lb.											
	L.	H.	L.	H.	L.	H.	L.	H.	L.	H.	L.	H.	L.	H.	L.	H.										
	\$		\$		\$		cts.		cts.		\$		cts.		cts.											
1825.....	12	00	14	75	2	00	4	00	2	37	3	00	6	11	3	9	75	1	06	25	31	30	38			
1826.....	10	00	12	00	2	00	3	87	2	12	2	60	6	10	3	8	84	1	02	26	36	28	38			
1827.....	11	25	15	25	2	50	4	00	2	15	2	35	6	10	3	6	90	1	25	25	35	20	30			
1828.....	12	00	15	00	2	50	4	00	2	25	3	25	6	10	3	6	95	1	62	20	26	20	30			
1829.....	11	00	13	75	2	50	3	75	2	12	3	00	5	9	5	7	1	00	1	75	20	26	18	27		
1830.....	11	00	15	50	2	00	3	50	1	75	2	20	6	9	3	7	1	00	1	15	21	32	16	30		
1831.....	12	00	15	25	2	50	4	00	1	75	2	25	4	7	3	6	1	06	1	35	27	37	20	35		
1832.....	12	50	14	25	2	75	4	25	1	75	2	50	5	7	3	6	1	12	1	35	26	35	20	35		
1833.....	12	50	17	00	2	75	3	75	1	60	2	00	5	9	3	8	1	15	1	28	29	36	27	35		
1834.....	12	75	15	00	2	25	3	62	1	40	1	80	5	8	4	8	1	02	1	10	20	29	25	35		
1835.....	13	50	18	50	2	75	4	50	1	47	2	25	6	9	6	11	1	04	1	50	30	38	25	40		
1836.....	18	00	30	00	3	00	4	25	1	60	2	12	7	11	6	10	1	37	2	12	31	44	35	50		
1837.....	16	00	24	50	3	12	5	00	1	20	2	62	5	8	3	9	1	55	2	10	20	48	28	50		
1838.....	16	50	25	50	3	25	5	37	1	62	2	37	6	8	4	13	1	35	2	00	30	43	28	40		
1839.....	14	50	23	50	3	00	5	00	1	44	2	12	6	8	8	16	1	15	1	37	28	46	37	40		
1840.....	13	00	16	00	2	75	4	00	1	40	1	75	4	8	3	16	95	1	25	21	30	20	35			
1841.....	8	75	13	50	2	87	4	12	1	40	1	98	4	7	4	14	90	1	50	19	25	20	30			
1842.....	6	75	10	25	2	00	3	31	1	37	2	25	3	7	2	9	83	1	30	16	21	18	22			
1843.....	7	50	11	50	1	87	3	00	1	35	1	62	3	7	2	7	84	1	20	18	24	17	24			
1844.....	8	50	10	25	2	25	3	62	1	25	1	52	5	7	2	6	82	1	12	21	29	25	37			
1845.....	9	25	14	12	2	62	4	75	1	32	1	47	3	7	2	7	85	1	40	20	28	24	30			
1846.....	9	62	13	37	2	87	4	50	1	25	1	50	5	8	2	7	80	1	35	18	25	18	28			
1847.....	10	25	16	00	8	25	13	75	1	20	1	55	5	8	2	8	1	05	1	95	24	34	22	30		
1848.....	9	00	13	00	7	75	13	00	1	25	1	55	10	15	3	8	95	1	40	21	27	20	30			
1849.....	9	87	14	25	2	25	3	50	1	20	1	40	4	6	3	9	1	20	1	35	20	28	25	32		
1850.....	10	00	11	87	2	25	3	37	1	15	1	75	4	7	5	14	1	09	1	50	23	27	30	35		
1851.....	12	06	15	50	2	75	3	12	1	02	1	60	4	6	3	14	93	1	22	20	27	30	41			
1852.....	14	62	19	75	2	75	5	00	1	05	1	55	3	5	3	9	1	03	1	15	20	25	26	42		
1853.....	13	00	19	75	3	37	4	50	1	12	1	62	4	6	4	10	2	22	1	80	22	32	38	44		
1854.....	12	12	16	00	4	12	4	62	1	47	1	70	3	6	5	11	1	75	2	50	26	41	25	40		
1855.....	12	50	23	00	2	50	5	87	90	1	22	4	8	6	13	1	96	2	80	30	43	24	34			
1856.....	16	25	21	00	3	62	4	87	80	1	05	6	10	6	16	3	130	2	17	25	36	30	38			
1857.....	16	50	25	70	3	25	5	37	70	84	9	11	7	20	1	25	1	95	21	37	30	44				
1858.....	15	35	19	00	2	75	3	75	62	80	5	8	6	18	1	20	1	50	21	35	27	32				
1859.....	14	60	18	12	3	00	4	50	75	1	07	5	8	4	14	1	30	1	65	23	29	34	45			
1860.....	16	12	19	75	3	00	4	62	68	1	15	6	8	3	13	1	35	1	70	19	27	34	40			
1861.....	12	25	18	00	3	00	7	25	50	95	4	9	3	16	1	20	1	60	15	21	22	45				
1862.....	11	00	14	50	6	62	7	75	85	1	52	7	11	6	30	1	30	1	55	19	39	40	65			
1863.....	11	50	18	25	3	75	8	50	1	20	1	70	7	14	8	36	1	25	2	00	44	78	62	80		
1864.....	19	50	43	25	7	00	15	50	1	75	3	50	11	25	8	55	1	72	2	75	60	2	03	75	1	10
1865.....	19	00	31	50	9	75	14	00	1	55	2	50	11	17	7	45	1	25	1	88	1	92	2	25	70	77
1866.....	21	18	33	55	11	50	15	25	2	50	4	10	10	15	8	18	2	20	3	45	2	00	2	33	25	27
1867.....	18	90	24	10	8	50	12	50	2	60	2	75	9	10	9	16	2	30	3	40	2	10	2	32	25	37
1868.....	21	10	29	50	8	25	11	25	2	60	2	60	9	12	8	15	2	05	3	25	91	2	30	34	37	
1869.....	26	50	33	37	7	25	10	00	2	50	3	00	9	13	8	13	1	45	2	18	90	1	14	32	35	
1870.....	20	00	30	00	5	50	9	50	2	40	3	25	9	10	7	12	1	40	1	90	82	1	05	34	45	
1871.....	12	85	23	00	6	75	9	75	2	80	3	25	7	10	6	11	1	45	2	00	85	95	32	63		
1872.....	12	80	16	00	7	50	9	50	2	80	3	25	7	9	9	16	1	65	2	10	82	91	45	67		
1873.....	13	00	19	00	7	00	9	50	3	00	3	50	7	9	9	16	1	55	2	25	86	1	05	35	57	
1874.....	13	85	24	25	6	75	10	00	1	10	3	00	7	8	7	25	93	1	35	92	1	03	36	48		
1875.....	18	00	22	75	6	50	8	50	1	15	2	35	7	9	9	28	92	1	37	93	1	19	38	48		
1876.....	15	70	22	37	5	00	7	50	1	15	2	50	7	10	7	19	84	1	27	1	04	1	10	25	43	
1877.....	11	75	17	37	5	00	7	00	1	10	2	50	7	10	7	16	1	06	1	85	1	04	1	09	32	43
1878.....	8	25	13	00	5	50	8	00	1	10	2	50	6½	8	4½	7½	83	1	31	1	03	1	14	20	33	
1879.....	7	80	12	75	5	50	7	25	1	40	2	50	6	9	4½	7½	1	10	1	56	1	05	1	17	27	50
1880.....	8	20	14	00	5	75	8	00	1	35	2	75	6½	9	4½	7	1	12	1	60	1	06	1	17	26	50

**HUNTERDON COUNTY.**—This county was set off from Burlington in 1713, when it was the northernmost part of West New Jersey, and in 1765 it was the most populous and wealthy county of the province. In 1838, its area was reduced to supply a part of Mercer County. It extends northward and somewhat westward, along the Delaware River, above Mercer County and above navigation, and is bounded on the northwest by the Musconetcong River, and drained by the Lansington and south branch of the Raritan River. Its area is about 500 square miles, embracing excellent agricultural lands with considerable iron veins, some copper veins, and numerous limestone and freestone quarries; though the iron has been worked to a very small extent as yet, it is of good quality and in sufficient quantity to pay well for the expense and labor involved; while the Lehigh Valley, Belvidere Delaware, and other railroads afford facilities for getting it to the markets. In 1870 this county produced, besides wheat, oats, hay, flax, etc., 1,021,251 bushels of corn, the largest yield in the State. The manufactures of this county are not noteworthy, it being peculiarly an agricultural district, but the mining of its iron and copper will doubtless lead to the establishment of more works for the working up of the ores. The real and personal estate of the county was stated, in 1870, to be worth \$48,142,051. In 1870 the population was 36,961, and in 1880, 38,568. The county seat is at Flemington.

**MERCER COUNTY.**—Mercer County was organized in 1838, out of parts of Hunterdon, Somerset, Middlesex, and Burlington Counties, and received its name in honor of Hugh Mercer, the patriot general of the revolution, who fell at Princeton, January 3d, 1777. It comprises about 275 square miles, and in 1880 had a population of 58,058; in 1850, the population was 27,992; in 1860, 37,415, and in 1870, 46,386, when the real and personal property was appraised at \$62,364,494. The surface is slightly rolling, and the soil



TRENTON—RAILROAD BRIDGE ACROSS THE DELAWARE.

fertile, with small tracts of oak hickory and chestnut trees, and quarries of red sandstone; the staple products are wheat, corn, oats, hay and potatoes. Numerous dairies yield excellent milk, butter, etc., and the city of Trenton is an important manufacturing centre, but the county is most remarkable for the number and standing of the educational institutions within its limits, among which are the College of New Jersey and Presbyterian Theological Seminary at Princeton, and institutions of recognized merit at Hightstown, Lawrence, Pennington, etc., besides the State, Normal and Model Schools at Trenton. The county is drained by the Delaware and Millstone Rivers, which form its southwestern and northeastern boundaries, and by the Assanpink Creek, which rises in Monmouth County and flows through Mercer to the Delaware. The Bound Brook division of the Philadelphia and Reading, and three of the United Railroads of New Jersey, leased by the Pennsylvania, traverse the county. Trenton is the capital of the county as well as of the State.



**MIDDLESEX COUNTY.**—One of the four original counties of the province of East New Jersey, as laid out in 1682, Middlesex has, like the others, been necessarily subjected to repeated changes of boundaries, chiefly as the growth of population has demanded the creation of new counties; first, in 1688, Somerset County was set off; then in 1710, in the general revision of county lines, subsequent to the union of the two provinces, and in 1714, 1790, and 1822, slight changes were made in its bounds; in 1838, it was made to contribute to the formation of Mercer County, and finally, February 16th, 1860, a part of Woodbridge, its northeastern-most township, was annexed to Rahway, Union County.

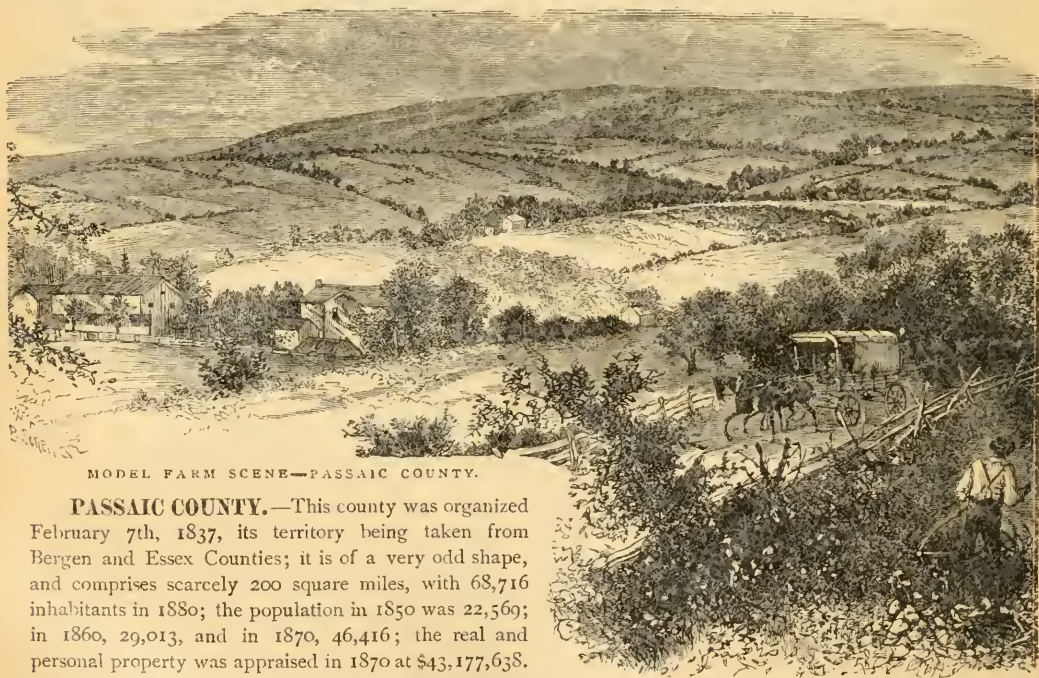
Middlesex has an area of about 340 square miles, a population in 1880 of 52,286, and real and personal property in 1870 to the value of \$53,355,097. Population in 1850, 28,635; in 1860, 34,812; in 1870, 45,029. The surface is undulating, the soil for the most part fertile, and the county is drained by the Raritan River, intersecting it from west to east, the Staten Island Sound and Raritan Bay bounding it on the east, the Millstone River bounding it on the southwest, and by the South River, Matchaponix Creek, and numerous small streams; the Delaware and Raritan Canal also extends within the county on the western line from New Brunswick south. The Central Railroad of New Jersey, the Lehigh Valley, the Freehold and Jamesburg, and the Philadelphia and New York and Camden and Amboy branches of the United Railroads of New Jersey, leased by the Pennsylvania, traverse the county in various parts; the Lehigh Valley and Camden and Amboy having their eastern rail terminus, the one at Perth Amboy, the other at South Amboy. The county is largely agricultural, corn, wheat, oats and hay being its staples; while a considerable amount of butter is sent from its dairies to the New York markets. A good sandstone is obtained in some places, and fine fire-clay and kaolin are abundant about Perth Amboy. In the suburbs of New Brunswick a superior copper was profitably mined for some years, beginning in 1750; and, though the mines have long been permitted to remain unworked, the vein is very valuable, and will undoubtedly be again mined successfully. The manufactures of the county are very valuable, embracing India-rubber goods, drain-pipe, white ware, hosiery, carpets, paper-hangings, etc.; the India-rubber works, three in number, at New Brunswick, being the most extensive establishments in this line in the Union. The county seat is at New Brunswick.

**MONMOUTH COUNTY.**—Monmouth is one of the four original counties of East New Jersey laid out in 1682, and then including Ocean County, which was separated from it in 1850, with more than half of its area, but only one-fourth of its population. The present area of the county is about 500 square miles; population in 1880, 55,535, and real and personal estate in 1870, \$50,948,795. Its population in 1850, after the separation of Ocean County, was 30,313; in 1860, 39,346; and in 1870, 46,195. The surface is mostly level, though undulating in some, and rather low in other places. The soil is excellent, and the county comprises one of the best agricultural tracts in the State, its staple products being potatoes, corn, wheat, oats, hay and butter; it was credited in the census of 1870 with 1,263,403 bushels of white potatoes—the largest yield of any county in the State. This county was the first in which the digging of marl was undertaken as an industry, and large quantities are obtained, affording employment to a large number of hands, and yielding satisfactory returns for labor and capital. The Raritan and Sandy Hook Bays bound the county on the north; it has more than twenty-five miles of coast on the Atlantic, and the Navesink, Shark, Manasquan and Meredeconk Rivers rise in various parts of the county. The Central of New Jersey, the New Jersey Southern, the Freehold and Jamesburg, and the Freehold and Keyport Railroads, and some local roads, traverse the county. Oysters are obtained in great numbers, and of the best quality, along the entire coast, those of the Chingarora Creek and the “Shrewsbury Salts” being especially famous. The manufactures of Monmouth County are not considerable. Freehold is the capital.

**MORRIS COUNTY.**—Morris is the great iron county of New Jersey, eighty per centum or more of all the iron mined in the State having hitherto been obtained in this county; and besides iron, more or less, there are extensive beds of copper, Franklinite, zinc, etc. Mining was begun here soon after the first settlements were effected in New Jersey, some of the early settlers having come into the iron regions of Morris, Sussex and Warren, Hunterdon and Passaic Counties expressly for the purpose. There are still in operation in this county furnaces, bloomeries, etc., which have been running for upwards of a century and a half, notably one in Hanover township, “the Troy Bloomery,” which was in operation in 1709; and in Randolph township there is a place locally known as “the Old Forge” where smelting was done as early as 1685 or 1686. At the opening of this century there were ten mines, with two furnaces, three rolling-mills and forty forges in operation in this county; the census of 1870 showed that there were mined in Morris County, during the year ending May 31, 308,792 tons, valued at \$1,741,952, at the mines; in 1871 there were upwards of 370,000 tons; and in 1872 nearly 500,000 tons mined in the county. A number of new iron tracts have been discovered within a few years, among which one on Schooley’s Mountain is peculiarly rich in promise. The copper and zinc veins of this county have not been opened up, but the quality and quantity of the ores obtained in the adjoining portion of Sussex County justify the expectation that those of Morris would, and no doubt will, handsomely

reward mining. There is a famous copperas mountain in Rockaway township. Morris County was organized from Essex in 1738, and was somewhat reduced at the formation of Sussex County in 1753. Its present area is about 500 square miles, and its population, census of 1880, 50,867; in 1870 its population was 43,137, and its real and personal property \$38,567,026. The surface is mountainous, with some forests of hickory, oak, chestnut, etc. The county is drained by the Pequannock, Passaic, Musconetcong, Whippany and Rockaway Rivers, and the north branch of the Raritan. The soil is fertile, the staple products being corn, oats, hay and butter. The manufactures of the county are extensive and valuable, the leading lines being forged and rolled iron and nails. The Central Railroad of New Jersey and the Delaware, Lackawanna and Western, with numerous branches, especially the Morris and Essex, besides local lines to and from the mines, form a network of rails, while the Morris Canal passes through the centre of the county to the Delaware River. The city of Morristown is the capital.

**OCEAN COUNTY.**—This is the largest in area except Burlington, and the smallest in population except Cape May, of the counties of New Jersey; its area is about 650 square miles, and its population in 1880 was 14,455. The county was set off from Monmouth February 15, 1850, and in the census of that year had 10,052 inhabitants; in 1860, 11,176; and in 1870, 13,628, when its real and personal estate amounted to \$6,884,378. It is very peculiar in shape, being upwards of 25 miles wide at its northern boundary, and narrowing regularly to a mere point at its southern end; along the Atlantic it has two long, very narrow strips, called Island Beach and Long Beach, separated, the latter entirely and the former almost its entire length, from the mainland by a narrow lagoon called Barnegat Bay, with many inlets and a large number of small islets, the inlets mostly containing excellent oysters in great abundance. The surface is mostly level, with extensive forests of pine, the lumber from which enters largely into the industries of the county, some being worked up at home and much of it exported. The county is drained by the Toms River and Cedar and Oyster Creeks. The soil is somewhat sandy, except in Jackson, Plumstead and Manchester townships, but the judicious use of marl and fertilizers has rendered many farms in the sandy tracts very productive, corn and potatoes—especially sweet potatoes—being the staples; besides which large quantities of cranberries are raised in the lowlands. The main line and two branches of the New Jersey Southern and the Tuckerton Railroad traverse the county. The county seat is at the village of Toms River.



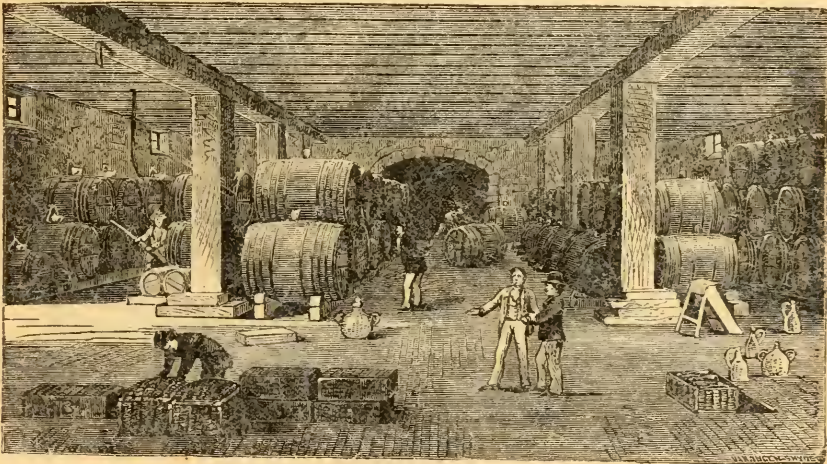
MODEL FARM SCENE—PASSAIC COUNTY.

**PASSAIC COUNTY.**—This county was organized February 7th, 1837, its territory being taken from Bergen and Essex Counties; it is of a very odd shape, and comprises scarcely 200 square miles, with 68,716 inhabitants in 1880; the population in 1850 was 22,569; in 1860, 29,013, and in 1870, 46,416; the real and personal property was appraised in 1870 at \$43,177,638. The surface of the county is in parts mountainous, in others rolling, and the soil very fertile, with extensive veins of iron, and excellent limestone underlying it in many places; though the iron has not been mined to any considerable extent, the ore has been proven to be of superior quality. The Passaic, Ramapo and Pequannock Rivers drain the county. The portion of the county cultivated is not large, but the cultivation is of the best, and the crops are large in proportion, the staples being



corn, potatoes, etc. Passaic is distinctively a manufacturing county, with upwards of \$10,000,000 invested, and an annual production exceeding \$20,000,000; the value of the silk alone manufactured here in a single year being stated in the census of 1870 at \$3,605,784, and silk manufacture, though the leading branch, and the one for which Paterson, the capital of the county, is famous, is but one of many, and some of the rest fall but little behind. The New Jersey Midland, the Delaware, Lackawanna and Western, the Erie and the Montclair and Greenwood Lake Railroads intersect the county, and the Morris Canal passes through Paterson, where it turns sharply to the west after its northward course from Newark.

**SALEM COUNTY.**—Within this county, at a point at the mouth of the Salem Creek, was the first settlement by the Swedes in southern West New Jersey, and here Governor Printz built a fort, calling the fortress and town Helsingberg, whence the township name, Elsinborough, was anglicized; then, when the first colony of Friends came over with John Fenwick, they chose the peaceful shades along the eastern and southern shore of the exceedingly tortuous creek for their resting-place, and they called their new home by the symbol-name, "Salem." The county as laid out and named by Fenwick in 1675, and subsequently known as "Fenwick's Tenth," included Cumberland County, which was set off from Salem in 1747, since which time the area has been unchanged and is about 370 square miles, and the population in 1880 is 24,580; in 1810 it was 12,761; in 1830, 14,155; in 1850, 19,467, and in 1870, 23,940, when the real and personal estate was valued at \$32,392,190. The surface is level and the soil generally fertile, though in some places it has required improvement by the use of marl and fertilizers; the county is drained by the Delaware and Maurice Rivers, and Salem, Old Man's, Alloways and Stow Creeks; the staple products are corn, wheat, potatoes (both sweet and white), hay, etc., and grass-seed is raised and exported in considerable quantities; truck farming is very extensively followed, and the produce shipped up the Delaware to Philadelphia; the county has many superior dairy farms; watermelons, black and whortleberries and apples and pears are the principal fruit. The manufactures of Salem County are quite extensive, comprising many glass-works, several grist-mills, foundries, oil-cloth works, canning establishments, etc. The Delaware River Railroad has its western terminus at Pennsgrove, and the Bridgeton and Salem branches of the West Jersey traverse the county. The county seat is at the city of Salem.



WINE VAULT, EGG HARBOR VINEYARDS.

**SOMERSET COUNTY.**—Somerset was organized from Middlesex County in 1688, and its boundaries definitely fixed in 1710; though these were several times modified, no important change was made until 1838, when a small but important part, including Princeton, was given to Mercer County, and in 1858 Plainfield township was annexed to Union County; the county now has an area of about 340 square miles and a population in 1880 of 27,161; in 1850 the population was 19,692; in 1860, 22,057, and in 1870, 23,510, and in the latter year its real and personal property was worth \$30,420,071. The surface of the county is very diversified, being mountainous in the northwest and almost level in the southeast; the soil is very fertile, being a good loam, in some parts somewhat stiff and clayey, in others slightly sandy, with a great proportion of shell dust, and in the valleys of the northwest there is much limestone; some superior copper has been mined, and it is claimed that gold is found with the copper ore in some localities; the Bridgewater mineral paint is also esteemed very valuable. The Raritan, Passaic, Millstone and Lamington Rivers, and both branches of the first named, drain the county; the staples are wheat, corn, oats, hay and butter. The Central Railroad of New Jersey, the Lehigh Valley, the Delaware and Bound Brook (leased by the Reading) and the Lambertville and Amboy branch of the United Railroads (leased by the Pennsylvania), traverse the county. The county seat is at Somerville.

**SUSSEX COUNTY.**—Sussex was organized in 1753, chiefly from Morris County, and until 1824 including the territory embraced in Warren County ; but, even after the separation of the latter, it continued one of the larger counties of the State, having an area of more than 500 square miles, though in population it is one of the smaller, having in 1880 23,553 inhabitants; it has not grown in population like some of the other counties, having in 1850, 22,989; in 1860, 23,846, and in 1870 only 23,168, and in the latter year its real and personal estate was valued at only \$22,446,043. Nevertheless in mineral wealth, buried beneath its hilly, in some parts mountainous surface, it is one of the richest counties certainly in this State. if not in the country, its mineral treasures embracing a large deposit of the rare and valuable compound, Franklinite, considerable amounts of red oxide of zinc, and vast tracts of excellent iron, including at least one valuable vein of magnetic ore, besides an unknown but certainly very large amount of superior limestone; but the Franklinite alone is worked to any adequate extent, and the magnetic iron and zinc to a considerable extent, while the iron has been neglected until very recently, since the New Jersey Midland and Sussex Railroads and the Ogden Mines local road have awakened some interest in iron mining. The soil is fertile, especially in the valleys, and the farms are well cultivated and highly profitable; but the dairies of Sussex are especially noteworthy, the yield of butter being greater than that of any other county in the State ; in the year reported (in the census of 1870) it was 1,455,788 pounds ; the other staples are corn, oats, rye and hay, while pork-raising is an important industry ; with the Delaware River on the northwest, the Musconetcong River and Hopatcong Lake on the south, and the Paulinskill, Pequest, Walkill and Flatkill rising in the county, it is well drained. The manufactures of the county are not extensive. Newton is the capital.



UNION COUNTY RESIDENCE.

**UNION COUNTY.**—The youngest county in the State, having been organized March 19th, 1857, and one of the smallest in area, which is not more than 100 square miles. Union is one of the most thriving and important, including two flourishing cities, Elizabeth and Rahway, numerous populous villages, and many highly-cultivated and profitable farms. The county had a population in 1880 of 55,571; it was only 27,780 in 1860, the first census after its organization, and was 41,859 in 1870, showing an increase of more than 50 per cent. in a decade ; its real and personal property was valued at \$50,219,382 in 1870 and probably exceeded \$75,000,000 in 1880. The surface is mostly level, the soil excellent, and the county has on the east Newark Bay and Staten Island Sound, and on the northwest the Passaic River, and is intersected by the Rahway River. The staples are butter, corn, hay, potatoes, and garden truck generally ; truck and dairy farms being numerous and very profitable. The manufactures of this county are very extensive, various and valuable, including sewing machines, mill machinery, hardware, saws, edge-tools, stoves, oil cloth, etc. The county seat is at Elizabeth.



**WARREN COUNTY.**—This county was separated from Sussex November 20th, 1824, with less than one-half of its territory and more than one-half of its inhabitants; its area is about 350 square miles, and its population in 1880 was 36,588. In 1830 the population was 18,627; in 1850, 22,358; in 1860, 28,433, and in 1870, 34,336, with real and personal property to the value of \$39,887,178. The surface is somewhat mountainous, the county being crossed near its northwest border by the Blue Ridge or Kittatinny Mountains, and containing the Jenny Jump Mountains, Mount Bethel and the Pohatcong; it has the Delaware River passing through the famous Water Gap as its northwestern, and the Musconetcong as its southeastern boundary, and is also drained by the Pequest and Paulinskill, and numerous small streams; the soil is fertile, the staple products being wheat, corn, oats, hay, etc., and its many excellent dairies send large quantities to both the Philadelphia and New York markets; the mineral resources comprise iron, limestone and roofing-slate: though, as in Sussex County, the iron wealth has hitherto been neglected, large quantities of slate have been quarried; at Mount Bethel, the Oxford furnace, erected in 1741, is one of the oldest in the country, and is in active operation as a steam hot-blast furnace. The manufactures of the county are considerable, but will be greatly multiplied with the proper mining of the iron. The Delaware, Lackawanna and Western Railroad crosses the Delaware into New Jersey at Delaware station, about six miles above Belvidere, and passes south-eastward through the county, being crossed at right angles at Washington by the Morris and Essex (leased by the first named), which also passes through the county from Phillipsburg northeastward; the Belvidere Delaware branch of the Pennsylvania runs along the Delaware shore, while the Central of New Jersey and the Lehigh Valley cross the Delaware at Easton and Phillipsburg and traverse the county near its southern extremity; the Morris Canal also crosses the county from Phillipsburg to Washington, and thence runs northward along the eastern border. Belvidere is the capital.

## LEGISLATIVE OFFICERS.

## PRESIDENTS OF THE SENATE.

JOHN C. SMALLWOOD, Gloucester.....	1845-6-7-8
EPHRAIM MARSH, Morris.....	1849-50
SILAS D. CANFIELD, Passaic.....	1851
JOHN MANNERS, Hunterdon.....	1852
W. C. ALEXANDER, Mercer.....	1853-4-5-6
HENRY V. SPEER, Middlesex.....	1857-8
THOMAS R. HERRING, Bergen.....	1859
C. L. C. GIFFORD, Essex.....	1860
EDMUND PERRY, Hunterdon.....	1861
JOSEPH T. CROWELL, Union.....	1862
ANTHONY RECKLESS, Monmouth.....	1863
AMOS ROBBINS, Middlesex.....	1864
EDWARD W. SCUDDER, Mercer.....	1865
JAMES M. SCOVEL, Camden.....	1866
BENJAMIN BUCKLEY, Passaic.....	1867
HENRY S. LITTLE, Monmouth.....	1868-9
AMOS ROBBINS, Middlesex.....	1870
EDWARD BETTLE, Camden.....	1871-2
JOHN W. TAYLOR, Essex.....	1873-4-5
W. J. SEWELL, Camden.....	1876
LEON ABBETT, Hudson.....	1877
G. C. LUDLOW, Middlesex.....	1878
W. J. SEWELL, Camden.....	1879-80

## SPEAKERS OF THE HOUSE.

ISAAC VAN WAGENEN, Essex.....	1845
LEWIS HOWELL, Cumberland.....	1846
JOHN W. C. EVANS, Burlington.....	1847-8
EDWARD W. WHELPLEY, Morris.....	1849
JOHN T. NIXON, Cumberland.....	1850
JOHN H. PHILLIPS, Mercer.....	1851
JOHN HUYLER, Bergen.....	1852
JOHN W. FENNIMORE, Burlington.....	1853-4
WILLIAM PARRY, Burlington.....	1855
THOMAS W. DEMAREST, Bergen.....	1856
ANDREW DUTCHER, Mercer.....	1857
DANIEL HOLSMAN, Bergen.....	1858
EDWIN SALTER, Ocean.....	1859
AUSTIN H. PATTERSON, Monmouth.....	1860
F. H. TEESSE, Essex.....	1861
CHARLES HAIGHT, Monmouth.....	1862
JAMES T. CROWELL, Middlesex.....	1863
JOSEPH N. TAYLOR, Passaic.....	1864
JOSEPH T. CROWELL, Union.....	1865
JOHN HILL, Morris.....	1866
G. W. N. CUSTIS, Camden.....	1867
AUG. O. EVANS, Hudson.....	1868
LEON ABBETT, Hudson.....	1869-70
ALBERT P. CONDIT, Essex.....	1871
NATHANIEL NILES, Morris.....	1872
ISAAC L. FISHER, Middlesex.....	1873

GARRET A. HOBART, Passaic.....	1874
GEORGE O. VANDERBILT, Mercer.....	1875
JOHN D. CARSCALLEN, Hudson.....	1876
RUDOLPH F. RABE, Hudson.....	1877
JOHN EGAN, Union.....	1878
SCHUYLER B. JACKSON, Essex.....	1879
SHERMAN B. OVIATT, Monmouth.....	1880

## SECRETARIES OF THE SENATE.

DANIEL DODD, Jr.....	1845-6-7
PHILIP J. GRAY, Camden.....	1848-9-50
JOHN ROGERS.....	1851
SAMUEL A. ALLEN.....	1852-3
A. R. THROCKMORTON, Hudson.....	1854
“ Monmouth.....	1855-6
A. B. CHAMBERLAIN, Hunterdon.....	1857-8
JOHN C. RAFFERTY, Hunterdon.....	1859-60
JOSEPH J. SLEEPER, Burlington.....	1861
MORRIS R. HAMILTON, Camden.....	1862-3
JOHN H. MEEKER, Essex.....	1864-5
ENOCH R. BORDEN, Mercer.....	1866-7
JOSEPH B. CORNISH, Warren.....	1868-9
JOHN C. RAFFERTY, Hunterdon.....	1870
JOHN F. BABCOCK, Middlesex.....	1871-2-3-4
N. W. VORHEES, Hunterdon.....	1875-6
C. M. JEMISON, Somerset.....	1877-8
N. W. VORHEES, Hunterdon.....	1879
GEO. WURTS, Passaic.....	1880

## CLERKS OF THE HOUSE.

ALEXANDER G. CATTELL, Salem.....	1845
ADAM C. DAVIS, Hunterdon.....	1846
ALEXANDER M. CUMMING, Mercer.....	1847-8-9-50
DAVID NAAR, Essex.....	1851-2
DAVID W. DELICKER, Somerset.....	1853-4
PETER D. VROOM, Hudson.....	1855
WILLIAM DARMON, Gloucester.....	1856-7
DANIEL BLAUVELT, Essex.....	1858
JOHN P. HARKER, Camden.....	1859
D. BLAUVELT, Jr., Essex.....	1860
JACOB SHARP, Warren.....	1861-2
LEVI SCOEY, Monmouth.....	1863-4
GEORGE B. COOPER, Cumberland.....	1865-6
ED. JARDINE, Bergen.....	1867
A. M. JOHNSTON, Mercer.....	1868-9-70
A. M. CUMMING, Mercer.....	1871
SINNICKSON CHEW, Camden.....	1872-3-4
AUSTIN H. PATTERSON, Monmouth.....	1875
JOHN Y. FOSTER, Essex.....	1876-7
AUSTIN H. PATTERSON, Monmouth.....	1878
C. O. COOPER, Morris.....	1879-80

# THE RAILROADS OF NEW JERSEY.

## HISTORICAL REVIEW AND PRESENT CONDITION.



The railroad system of the State of New Jersey as existing at the present day is one of the most important in the country, being the great connecting link between the East and West, and over which passes the immense passenger and shipping traffic of the two great Metropolises, New York and Philadelphia, and the states beyond en route to every section of the country. This present system, almost perfect in its details, is a striking example of the changes wrought in Railroadings within even the past three or four decades.

Beginning with the first iron highway, the old Camden and Amboy road, running by easy stages, and often with the assistance of stage and steamboat lines, the railroad interests of the State have grown to be a most important factor in the general wealth producing enterprises of the nation. A few other lines followed the establishment of Camden and Amboy (which ran with varying fortunes and not always with very remunerative dividends to its stockholders), and some of these made money.

**THE PENNSYLVANIA RAILROAD.** The real commencement of solid prosperity, so far as the railways of the State are concerned, however, dated from the time that the Pennsylvania, with the ultimate object of controlling the principal railroad traffic of the country, reached forth its iron grasp and secured as an entering wedge the Camden and Amboy. New rolling stock, both freight and passenger, of the most approved description, including fast and powerful engines, were added, and ere long other roads were leased, until to-day many important lines are controlled by this great corporation. Roads having their terminus at the great pleasure resorts of the Atlantic coast, with direct communication and short time to the lakeside, river, and wooded places of escape from the torrid heats of summer in a great city, were absorbed and made to pay handsomely.

But beside these leased lines of the Pennsylvania, there are other roads of greater or less prominence running across the State, and taking in also the summer resorts and great manufacturing centres, and no other Commonwealth in the union, save perhaps those of New York and Pennsylvania, is more richly endowed with paying railroad lines. New and commodious depots have been built within the last few years, road beds perfected and faster trains added, thus building up the suburban towns as places of residence for merchants and other business men of the adjacent cities. The adoption and enforcement of a thorough and efficient system of management has also done much towards creating a feeling of safety and largely augmented the patronage of the roads.

The Camden and Amboy Railroad, the original line of this now complete system in New Jersey, was opened from Camden to Amboy in the spring of 1834, and a branch from Bordentown to Trenton in 1838. From Trenton to New Brunswick the railroad was opened January 1, 1839. The continuation of this line from New Brunswick to Jersey City, had been opened for travel in 1836, and the whole route through to Philadelphia, in connection with the Camden and Amboy Railroad, was open January 1, 1839. These several roads, all under the title of the United New Jersey Railroads, were leased in May, 1871, by the Pennsylvania Railroad Co., for nine hundred and ninety-nine years, at a rental of ten per cent. on the share capital, and taken possession of by the lessees December 1, 1871. The merits of the roads brought under the management of the Pennsylvania, are too well known to need mention at our hands, and it is sufficient to say that the lines maintained between Philadelphia and New York, and reaching out in various directions to almost every point of travel in the state, are substantially the most perfect of any system in the country, and are managed with the object of securing the greatest combined speed, with the necessities of travel—comfort and safety. The roads controlled by the Pennsylvania in New Jersey are numerous, and as follows:

**BELVIDERE DELAWARE RAILROAD**, from Trenton to Manunka Chunk, where it intersects the Delaware, Lackawanna and Western a distance of sixty-seven and a half miles. This road runs for nearly its entire distance along the east bank of the Delaware river, and was completed March 5, 1855.—**CAMDEN AND BURLINGTON RAILROAD** is twenty-two and a half miles in length, and extending from Camden to Pemberton, with a branch known as the Burlington and Mount Holly Railroad, from Burlington to Mount Holly.—**COLUMBUS, KINKORA AND SPRINGFIELD RAILROAD**, from Kinkora to New Lisbon, 14.18 miles. Commenced operations in 1872.—**FLEMINGTON RAILROAD** was opened December 2, 1854, and extends from Lambertville (B. D. R. R.), to Flemington, a distance of 11.67 miles. Operated by the Pennsylvania Railroad Co. since March 7, 1876, as a branch of the Belvidere Delaware Railroad.—**FREEHOLD AND JAMESBURG AGRICULTURAL RAILROAD** runs from Jamesburg to Sea Girt, 27.42 miles, and was first opened for travel July 18, 1853. In 1879, the Farmingdale and Squan Village Railroad, eight and a half miles, and the Squankum and Freehold Railroad, seven and a half miles, were consolidated with this company.—**MERCER AND SOMERSET RAILWAY** from Somerset Junction to Millstone, a distance of twenty-two and a half miles.—**MILLSTONE AND NEW BRUNSWICK RAILROAD** extends a distance of 6.61 miles, from New Brunswick to Millstone. Road opened in 1854.—**MOUNT HOLLY, LUMBERTON AND MEDFORD RAILROAD**, from Mount Holly to Medford, a distance of 6.19 miles.—**PEMBERTON AND HIGHTSTOWN RAILROAD** was built in 1868, and runs from Pemberton to Hightstown, twenty-four and a half miles.—**PEMBERTON AND SEASHORE RAILROAD**, from Whittings to Pemberton, eighteen miles. Built in 1870, and was sold March 31, 1879, to the Pennsylvania Railroad.—**PERTH AMBOY AND WOODERIDGE RAILROAD**, a short line from Rahway to Perth Amboy, 6.30 miles.—**ROCKY HILL AND KINGSTON RAILROAD**, from Kingston to Rocky Hill, 2.33 miles, with Monmouth Branch from Monmouth Junction to Kingston, 4.20 miles.—**VINCENTOWN BRANCH RAILROAD**, from Mount Holly to Vincentown, 2.84 miles.—**WEST JERSEY RAILROAD**, from Camden to Cape May, eighty-one and a half miles, with branch road from Glassboro to Bridgeton, nineteen and a half miles. The road was chartered February 5, 1853, and opened to Woodbury in 1857, and to Bridgeton in 1862. The line from Glassboro to Millville was built under a separate charter, opened in 1860, and consolidated with the main line June 1, 1868. The extension to Cape May, built by the Cape May and Millville Railroad Company, was opened in June, 1868, and consolidated with





*West Jersey Railroad.*

the West Jersey, August 29, 1879. The leased lines of the West Jersey Railroad are, the Salem, Swedesboro and West Jersey and Atlantic Railroads, and these, with the main lines, are operated and controlled by the Pennsylvania Railroad.—SALEM RAILROAD extends from Elmer to Salem, a distance of seventeen miles. Opened for travel in June, 1857.—SWEDESBORO RAILROAD from Woodbury to Swedesboro, ten and three quarter miles. Opened for traffic October 2, 1869.

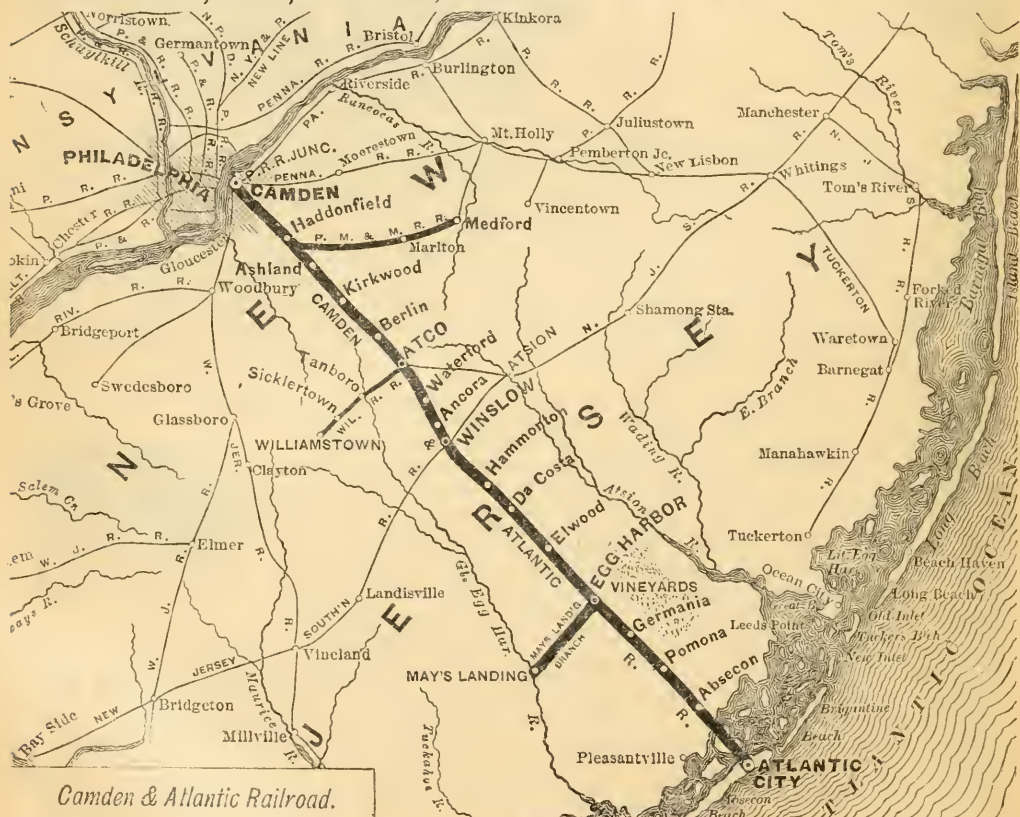
WEST JERSEY AND ATLANTIC RAILROAD is the third line to Atlantic City, the road commencing at Newfield, a distance of thirty-four and a half miles. The West Jersey leased the road for twenty-five per cent. of gross earnings brought to the road. It was open for travel June 16, 1880, and rapidly secured a leading place as a competing line to Atlantic City, the superior road-bed and excellent equipment guaranteeing to its patrons the three essentials of modern travel—security, comfort and speed. J. Wolcott Jackson, Gen'l Sup't, Jersey City; Frank Thompson, Gen'l Manager, James R. Wood, Gen'l Pass. Agent, Geo. W. Boyd, Ass't. Gen'l Pass. Agent, Philadelphia.

CAMDEN AND ATLANTIC RAILROAD.—This road extends from Camden to Atlantic City, a distance of 59 miles, and is one of the great arteries of travel to the summer resorts of the coast. It is handsomely equipped, and is run under the most careful management, serious accidents having been remarkably few since its establishment, notwithstanding the fast time made between the two points. To the liberal policy pursued by the line was due the rapid and remarkable growth of Atlantic City, soon causing it to rank with the hitherto exclusive Long Branch and Cape May, once the resort almost exclusively of New Yorkers. The road passes for some considerable distance through the most fertile region of this part of the state, including that great grape-growing and wine-making section, Egg Harbor, the fruit-producing locality of Pomona, and other equally important points from which the Philadelphia, and to some extent the New York markets are supplied.

When the charter of the Camden and Atlantic Railroad was applied for early in 1852 and issued in March of that year, there were not wanting those who foresaw only disaster to the men who proposed embarking their capital in the enterprise. The line was to run through an almost undeveloped section of country, for the most part, to a seaside resort only just becoming known, and it was not then believed that it could successfully compete with its fashionable and older rivals, Cape May and Long Branch. These dismal predictions, however, did not deter the incorporators but rather acted as an incentive for vigorous action, and the work of laying the rails and building the rolling stock went steadily on. Care in construction of the road-bed, with a view of securing absolute safety was observed, and everything done to insure the popularity

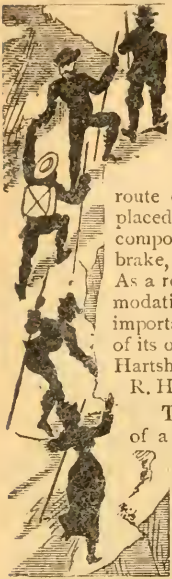


of the line when it should become an aspirant for public favor and patronage. The road was opened for business July 4, 1854, and from that time forth Atlantic City rose rapidly in favor as a summer resort. Along the route, then a semi-wilderness of sand and pines, towns sprung up where hamlets had existed before, small fruit raising and the cultivation of vegetables for the Philadelphia market received a marked impetus, and the hitherto unproductive, because too far remote from an accessible market, section became one of the most important of the state. At Egg Harbor City the soil and climate is particularly adapted to the cultivation of the grape, a fact the sturdy emigrants from Germany were not long in ascertaining and availing themselves of. Securing land at almost nominal rates these people soon found the nucleus of a colony to which in later years flocked those skilled in grape culture and wine making in the fatherland. The best varieties of vine were planted, and in a few years wine produced that rivalled the imported article. Being free of duty it supplied a want long felt by the German population of American cities for a pure, and at the same time comparatively cheap wine, and the demand became immense. To-day Egg Harbor is known the country over as a wine producing section, and the value of its vineyards and manufacturing establishments forms no inconsiderable portion of the state's wealth. This is but one of the many advantages secured to the commonwealth by the Camden & Atlantic Railroad, and much of the success of the road is due to Mr. Chas. D. Freeman, the President, and Mr. D. M. Zimmerman, the secretary and treasurer. Another feature, in which the Camden & Atlantic was the pioneer in the state, is the establishment of cheap excursion trains to the seaside. Long Branch and Cape May, besides being rather exclusive and fashionable, was but a few years ago too costly in respect to transportation rates for those in moderate circumstances to afford to spend a day by the ocean, the trip, including hotel accommodations aggregating no inconsiderable outlay. Recognizing this fact, the management of the road inaugurated cheap round trip rates to Atlantic City, where those who had but a day to spend could go down, be entertained at the large excursion house, and return by early evening at a cost of but a few dollars. This opportunity was embraced by Sunday-schools, churches and societies at once, and the excursions to "the city by the sea" sprang into popular favor. Year after year this business of the road increased until the best days of each summer season are now engaged even before January first, and at the present time nearly every excursion date is filled for the season of 1882. The road proper is 58 miles in length, with a branch from Haddonfield to Medford; and also another between Atlantic City and South Atlantic City, and employs 18 first-class engines and 241 cars. It also owns and operates two steam ferry lines between Philadelphia and Camden, and the horse railway in Atlantic City. The road is upon a sound financial basis, has from the start been singularly free from serious accidents, has the entire confidence of the traveling public, and is in every way the most popular route to the shore. D. M. Zimmerman, Gen'l Pass. Agent; F. A. Lister, Sup't; E. M. Coffin, Gen'l Freight Agent; Walter Zimmerman, Cashier; General Office, Camden.



Camden & Atlantic Railroad.





**LEHIGH VALLEY RAILROAD.**—This model railroad now owns and controls a line across the state, giving it an outlet near New York city for its vast coal traffic. With this connection, it forms a grand highway to the West, and in its perambulations traverses one of the richest and most picturesque regions of the United States. The Lehigh Valley Road proper was projected by the late Hon. Asa Packer, and in October, 1855, opened from Easton, Pa., to Mauch Chunk. In 1871, it purchased the property of the Morris Canal and Banking Company, giving it extensive water facilities from Phillipsburg to Jersey City, and in 1872, a charter was granted for the construction of the Bound Brook and Eastern Railroad, in this state, which was subsequently changed by consolidation with the Perth Amboy and Bound Brook Railroad to Easton and Amboy Railroad. This route embraces much of the fine country of the state, and the Lehigh Valley Company have placed the road-bed in the most acceptable condition. The passenger trains of this road are composed of first-class, well-equipped cars, supplied with the Westinghouse Automatic Air-brake, and all modern conveniences for the safety and comfort of those who patronize the road. As a route to the West, this road affords superior inducements in fast time and superior accommodations. The Easton and Amboy Division of the Lehigh Valley Railroad forms a very important connection in the railroad system of New Jersey, and under the efficient management of its owner, has secured a remarkable share of the general business. The officers are: Charles Hartshorne, Pres.; H. E. Packer, Vice Pres.; Lloyd Chamberlain, Treas.; J. R. Fanshawe, Sec.; R. H. Sayre, Gen'l Sup't; E. B. Byington, Gen'l Pass. Agt.; Gen'l Offices, Bethlehem & Phila.

**THE NEW YORK, LAKE ERIE AND WESTERN RAILROAD.**—One of the best known roads of a few years ago was the "Erie," which was re-organized April 27, 1878, as the New York, Lake Erie and Western Railroad. The picturesque scenery and rich rolling, farming and dairying land lying along the road, has given it unrivalled attractions, and brought to it a patronage that has made it one of the great trunk lines between the Atlantic sea-board and the West and Northwest, the South and Southwest. It is the short popular route between New York and Niagara Falls, Lake Chautauqua, and the Lake of Central New York. From New York city and for thirty miles, it affords frequent trains for the wealthy business men of the metropolis who live along its line, and in this manner has built up a continuous stretch of inviting towns and villages composed of the homes of these gentlemen. Only about thirty miles of the main line are in New Jersey, but it has leased and now controls a number of important branches, which as feeders for the "Erie," form a network of lines in the northern portion of the state. The road is laid with steel rails, and uses Westinghouse air-brakes, and Miller platforms. On all through trains are run the famous Pullman Sleeping and Drawing-Room coaches. The New York, Lake Erie and Western leases the following roads in New Jersey:

**NEWARK AND HUDSON RIVER RAILROAD**, about six miles long, running from Bergen Junction to Newark.—**NEW JERSEY & NEW YORK RAILROAD CO's** line extends from Erie Junction, N. J., to Strong Point, N. Y., 36½ miles, of which half is in New Jersey.—**NEW YORK AND GREENWOOD LAKE RAILROAD**, from Jersey City to Greenwood Lake, N. Y., forty miles with extension to connection with Newark Branch of N. Y. L. E. and W. R. R., one and a half miles. Originally the Montclair Railroad.—**NORTHERN RAILROAD OF NEW JERSEY.**—This line extends from Bergen Junction, N. J., to Sparkhill, N. Y., 21¼ miles.—**OGDEN MINE RAILROAD** runs from Ogden Mine to Nolan's Point, Lake Hopatcong, a distance of ten miles, and is used exclusively for ore and coal.—**PATERSON AND HUDSON RIVER RAILROAD**, from Jersey City to Paterson, fifteen miles.—**PATERSON, NEWARK AND NEW YORK RAILROAD**, from Paterson to Newark, eleven miles.—**PATERSON AND RAMAPO RAILROAD**, from Paterson to New York State line, 15 miles. The principal officers of the road are: Hugh J. Jewett, President; George R. Blanchard, Rob't Harris, Vice Presidents; E. S. Bowen, General Superintendent; B. W. Spencer, Treasurer; John N. Abbott, General Passenger Agent; R. C. Vilas, General Freight Agent; General Office, New York.

**CENTRAL RAILROAD OF NEW JERSEY.** The coach of the sixteenth century, the stage of the seventeenth, and the mail of the eighteenth, led step by step to the locomotive of the nineteenth,—the century marked by such gigantic strides in the matter of travel and transportation; and of all the roads constructed in the State, none are more important than the "CENTRAL" and its numerous branches.

The history of the road is full of interest, especially as in its construction it acted as a pioneer and made the all-important preparation which led to the building of other and important connecting railroad lines.

The road from Elizabethtown to Somerville was built by the "Elizabethtown and Somerville Railroad Company," under a charter granted in 1831. The road was opened first from Elizabethtown to Elizabethtown, two and one-half miles, and connected at Elizabethtown with New York and New Brunswick by boat. The route to Somerville was surveyed in 1835.

In 1836 it was built as far as Plainfield, and although the panic of 1837 told severely on the finances of the Company, it still pressed onward, slowly extending the road to Bound Brook, and finally reached Somerville in 1839. The effort, however, resulted in the failure of the Company and the foreclosure of the mortgage upon the road. The road was sold in 1846, the strap-rail taken up by the new organization, the track relaid with heavy T-rail, and preparations made for a large business. Feb. 16, 1842, the State Legislature, by special enactment, extended the time for completing the road until July 4, 1856. A new company was chartered in 1847 (approved Feb. 26th) to extend the road to Easton, under the name of "The Somerville and Easton Railroad Company." In the fall of 1848 the road was opened to White House; the following year authority was given the above-named Company to purchase the Elizabethtown and Somerville Railroad, and the name of the consolidated Company was changed to "The Central Railroad Company of New Jersey." This was







carried into effect in 1850, the existing roads brought under one ownership, and immediately thereafter the remainder of the route to Phillipsburg was put under contract. The portion to Clinton was opened in May, 1852, and the cars made one round-trip per day between New York and Clinton, from whence passengers reached Easton by stage. On the morning of the 1st of July, 1852, the last rail was laid. From this time that undeveloped country began to yield up its wealth. Iron works that had lain in ruins for the want of fuel since the Revolution were rebuilt, and with the advent of the thundering coal-trains began the ring of tilt-hammers; while the exchange of rude cabins for beautiful dwellings, and the founding of towns, churches, schools, etc., marked the succeeding years of the history of this road.

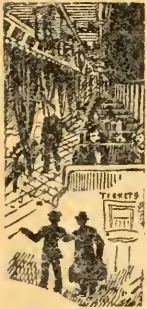
For eight years more were passengers transferred from Elizabethtown to New York by boat, but in 1860 authority was obtained to extend the Central Road to Jersey City, which was soon after accomplished. The most important feature in the extension is the Bay Bridge, nearly two miles in length, over Newark Bay.

The Central Railroad of New Jersey now has direct control of and operates the roads in Pennsylvania extending from Easton, through Bethlehem, Mauch Chunk, White Haven, and Wilkesbarre, to Scranton, with several branches into the slate and coal fields, under the title of the Lehigh and Susquehanna Division. It operates within the State of New Jersey, the "New York and Long Branch Railroad," from Perth Amboy to Long Branch; the "New Egypt and Farmingdale Railroad," from Long Branch to Ocean Beach; "The Long Branch and Sea Girt Railroad," from Long Branch to Sea Girt, and in the summer of 1880 extended the line to Point Pleasant, under the name of "New York and Long Branch Extension Railroad," all being now merged into "The New York and Long Branch Railroad"; "The South Branch Railroad," Somerville to Flemington; "The High Bridge Railroad," and "Longwood Valley Railroad" to Port Oram, Rockaway, etc., the "Ogden Mine R. R., and is continually extending Branches into the iron and ore regions, and along the coast in New Jersey; and operates the "New Jersey Southern Railway," from Sandy Hook to Bay Side,—one hundred and seventeen miles. The Central Railroad of New Jersey, in connection with the Philadelphia and Reading Railroad at Bound Brook, forms the important and central route to Trenton and Philadelphia,—the "New York and Philadelphia New Line," popularly named and designated the "Bound Brook Route," the original two hour line between New York and Philadelphia.

Along the line of the Central the beauties of nature and the utilities of man vie with each other for the overmastering interest. The Trunk Route—that is, that of the Central road itself—extends across the central portion of New Jersey, and hence its name. Its termini are Jersey City and Phillipsburg, N. J. It traverses the finest portion of the State, passing through a succession of alluvial valleys, containing the richest land in New Jersey, and increasing both in beauty and fertility as one approaches the borders of Pennsylvania. No one who has looked from New Hampton upon the Musconetcong Valley of Hunterdon and Warren Counties, will ever forget the scene or its suggestions.

The following are the present officers of the Central Railroad of New Jersey: F. S. Lathrop, President; Joseph S. Harris, General Manager; James Moore, Chief Engineer; W. W. Stearns, General Superintendent; H. P. Baldwin, General Passenger Agent; P. H. Wyckoff, General Freight Agent; W. S. Polhemus, Division Superintendent; R. Blodgett, Division Superintendent; J. W. Watson, Secretary and Treasurer. General Office of Company, 119 Liberty Street, New York.

**DELAWARE, LACKAWANNA AND WESTERN RAILROAD.** Stretching across the central part of New Jersey is found the old Morris and Essex Railroad, which now constitutes the main line of the Delaware, Lackawanna and Western Railroad, from New York city. The D. L. & W. R. R. was formed by the consolidation, December 10, 1853, of the Lackawanna and Western Railroad (chartered March 14, 1849) and the Delaware and Cobb's Gap Road (chartered December 26, 1850). October 21, 1851, the road was opened from Scranton, Pa., to Great Bend, and from Scranton to the Delaware river May 27, 1856. Five years previous (1850), the D. L. & W. had entered into New Jersey, by leasing the Warren Railroad, extending from the Delaware river to a Junction with the Central Railroad of New Jersey, the latter line being used up to 1875 as an outlet to the Hudson. In Pennsylvania and New York, the D. L. & W. controls the Cayuga and Susquehanna Railroad, Syracuse and Binghamton Railroad, The Valley Railroad, Lackawanna and Bloomsburg Railroad, Rome and Clinton Railroad, and Utica, Clinton and Binghamton Railroad. Of the roads controlled in New Jersey, the Morris and Essex is the most important, it now forming the main line. It was chartered January 29, 1835, and opened to Hackensack, fifty-three miles in January, 1854, and to Phillipsburg, in 1866. In 1868, the road was leased to the D. L. & W. R. R. The rolling stock of this division consists of 111 engines, 93 passenger, 46 mail, and 3,878 freight and coal cars. The old Morris and Essex Railroad crosses the State through a very populous and prosperous section, and with its excellent equipment, makes a route that is rapidly securing a



very large per centage of the travel and freights. The D. L. & W. R. R. controls the Chester Railroad, from Chester Junction to Chester, ten miles.—NATIONAL DOCKS RAILROAD runs from Bergen Hill to Communipaw, three miles.—NEWARK AND BLOOMFIELD RAILROAD, from Newark Junction to Montclair, four and a half miles.—PASSAIC AND DELAWARE RAILROAD, from Summit to Bernardsville, fifteen miles.—HIBERNIA MINE RAILROAD extends from Hibernia to the Delaware, Lackawanna & Western junction, near Rockaway, a distance of five and a half miles. The Hibernia Underground line extends from a point in Hibernia mountain, one mile through the same, and is used chiefly for transporting ore.—WARREN RAILROAD extends from New Hampton to the Delaware River, a distance of eighteen miles.

The principal officers of D. L. & W. R. R. are, Samuel Sloan, President; F. F. Chambers, Secretary and Auditor; F. H. Sibbens, Treasurer; W. F. Halstead, General Superintendent; W. F. Holwill, General Ticket Agent; B. A. Hegeman, General Freight Agent.

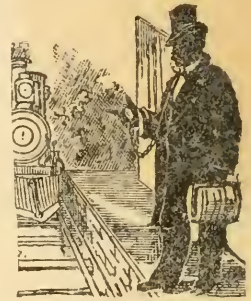
**MIDLAND RAILROAD OF NEW JERSEY.** One of the important roads through New Jersey, and centering at Jersey City, is that known as the Midland Railroad of New Jersey. It was chartered as the New

Jersey Midland Railroad Company, in 1870, and opened in 1872. Built as an outlet for the New York and Oswego Midland Railroad, it was operated by it under lease until March 30, 1875, when it was placed in the hands of a receiver. February 21, 1880, the road was sold under foreclosure, and the present company organized March 24, 1880, and at once began to place the road in all departments in the most thorough condition. By the settlement the capital stock is entitled to seven per cent. dividend after payment of interest on the first mortgage bonds, and before interest is paid on any other securities. This road, in its various connections, traverses a rich country, including a very productive dairy and farming district. The shipment of milk to New York city forms an important portion of the business, and since the road has been under the present management, this has been greatly augmented by the excellent facilities offered. The route at short intervals is dotted with towns and villages, many of them the place of residence for wealthy New Yorkers. The Midland Road lease and control the following lines:

MIDDLETOWN, UNIONVILLE AND WATER GAP RAILROAD, from Middletown, N. Y., to Unionville, N. J., 13.30 miles.—MOUNT HOPE MINERAL RAILROAD, from Mount Hope to Port Oram, in Morris county, four and a half miles in length, and is used solely for the transportation of iron ore, coal and mine supplies.—CHARLOTTEBURG AND GREEN LAKE RAILROAD extends from Charlotteburg Junction to the Green Pond mines, four and a half miles. No rolling stock is owned by this line, that being furnished by the Midland Railroad Co., of New Jersey. The business of the road is derived entirely from the iron mines along its route.—JERSEY CITY AND ALBANY RAILWAY from Jersey City to Albany, N. Y., one hundred and forty-seven miles, but only built to Haverstraw, N. Y., thirty-eight miles. Trains are run on completed portions of line by the New Jersey Midland Railroad.—JERSEY CITY AND BERGEN RAILROAD, from Jersey City to Bergen point, six miles in length. This road is now called New York, Susquehanna and Western. F. A. Potts, Pres.; U. S. Dunn, Vice Pres.; A. S. Lee, Sec. and Treas.; H. M. Britton, Gen'l Manager; J. J. Demarest, Gen'l Pass. Agent; Office, 93 Liberty street, New York.

BOUND BROOK ROUTE TO N. Y. & PHILA. This well-known and popular line between the two metropolises of the country,—New York and Philadelphia,—is formed by the consolidation of three roads,—the North Penn, from Philadelphia to Yardleyville, Pa., the Delaware and Bound Brook, from this point to Bound Brook, N. J., where it connects with the Central Railroad of New Jersey, the whole forming a short line, equipped with superior road-bed, steel rails, and magnificent rolling-stock. The road was opened for travel May 1, 1876, and during the continuance of the Centennial Exhibition, carried a very large share of the travel between the two cities, a proportion which has been maintained during the years up to the present time. May 1, 1879, the whole line west of Bound Brook was leased to the Phila. and Reading Railroad. C. G. Hancock, Gen'l Pass. Ag't, Phila.; H. P. Baldwin, Gen'l Pass. Ag't, N. Y.

BLAIRSTOWN RAILROAD, running from Delaware Station to Blairstown, eleven and a half miles, was opened for traffic July 24, 1877, and is four feet, eight and a half inches gauge, with steel rails.—CAMDEN, GLOUCESTER AND MT. EPHRAIM RAILROAD, a narrow-gauge road, from Camden to Mt. Ephraim, six miles.—CUMBERLAND AND MAURICE RIVER RAILROAD, from Bridgeton to Bay Side, twenty miles. Formerly the Bridgeton and Port Norris Railroad, and is now, as then, largely engaged in the oyster carrying trade from the Maurice River Cove. J. Hicks Conrad, President; C. W. Littell, Secretary and Treasurer; L. H. Dowdney, Superintendent.—DELAWARE BAY AND CAPE MAY RAILROAD, extends from Steamboat Landing, Delaware Bay, to Cape May, a short three miles.—DELAWARE SHORE RAILROAD, from Woodbury to Pennsgrove, twenty miles. Opened in 1877, and in December, same year, placed in the hands of a receiver. Now owned and operated by a private party.—FERRO MONTE RAILWAY runs from Vanatta to the Byram mine, two and a half miles long, and its income is derived entirely from freight.—FREEHOLD AND NEW YORK RAILROAD, from Freehold to Keyport, fourteen and a half miles. Opened July 2, 1877. The rolling stock is furnished by connecting roads.—HACKENSACK RAILROAD, from Erie Junction to Hackensack, six miles. Leased to the N. J. & N. Y. R. R.—NEW JERSEY AND NEW YORK RAILROAD, running from Jersey City to Stony Point, a distance of forty-one miles. J. S. Drake, Superintendent; J. D. Hasbrouck, Gen'l Pass. Agent; General Office, Jersey City.—PHILADELPHIA AND ATLANTIC CITY RAILWAY, running from South Camden to Atlantic City, a distance of fifty-four and a half miles, is now in a fair way of earning for its stockholders some return for the money invested. This road has been unfortunate. Originally laid without proper ballasting of road-bed, the very first passenger train passing over it collided with another section, and making a bad wreck, injuring however, but one or two people. It continued to be operated with varying fortunes for a year or so, and then went into the hands of trustees. The road was then ballasted, additional and better rolling-stock placed upon the line, and by the summer of 1880 it had become the favorite for cheap excursions of societies, etc., from Philadelphia, and comparatively few accidents occurred, and those of a trifling character.—PLEASANTVILLE AND OCEAN CITY RAILROAD, from Pleasantville to Somers' Point, seven and one quarter miles, is a branch operated by the Narrow Gauge, and affords communication by boat with Ocean City, founded a year or two back by those of the Methodist faith, and already a popular resort. Wm. H. Getzner, G. B. Linderman, Trustees; Elias Clark, Sup't; Frank S. Urie, Cashier; General Office, Camden.—SUSSEX RAILROAD extends from Waterloo, via Franklin, to McAfee Valley, near Vernon, with a branch from near Lafayette to Branchville, a distance of about 35 miles in all.—TUCKERTOWN RAILROAD.—Extending from Whittings to Tuckertown, 29 miles, has also a spur from Tuckertown to Edge Cove, two miles.—WARWICK VALLEY RAILROAD extends from McAfee to N. Y. State line, a distance of 6.85 miles.—WILLIAMSTOWN RAILROAD, from Atco to Williamstown, nine and a half miles.



*Always On Time.*



# CITIES, TOWNS AND POST-OFFICES OF NEW JERSEY.

BEING A COMPLETE GAZETTEER OF THE STATE, WITH THE CENSUS REPORT AND STATISTICS FOR 1880, AND THE LATEST INFORMATION FOR SHIPPING, EXPRESSING, MAILING, AND ALL OTHER BUSINESS PURPOSES, ALPHABETICALLY ARRANGED.

**Absecon**, or **Absecom** (Atlantic co.), a post village of 507 inhabitants, on the Camden and Atlantic Railroad; it is the centre of a large oyster trade, the oysters of Absecom and contiguous bays being very fine and in great demand in the markets of Philadelphia and elsewhere.

**Ackerson Switch** (Sussex co.), mail Monroe.

**Acton** (Salem co.), a station of the Salem branch of the West Jersey Railroad.

**Adams** (Middlesex co.), a hamlet n.e. of Deans.

**Adamsville** (Somerset co.), mail Finderne.

**Afton** (Morris co.).

**Albertson's Iron Mills** (Camden co.), a hamlet and iron works near Winslow.

**Albion** (Camden co.), mail Berlin.

**Alexanders** (Monmouth co.), a hamlet near Lower Squankum.

**Alexandria** (Hunterdon co.), mail Frenchtown.

**Allaire** (Monmouth co.), a post hamlet on the Manasquan River and on an extension to Manasquan of the Freehold and Jamesburg Railroad.

**Allamuchy**, or **Allamuchee** (Warren co.), a mining and post village of 350 inhabitants.

**Allenborough** (Gloucester co.), mail Jefferson.

**Allendale** (Bergen co.), a post village on the Erie Railroad, having a woolen mill and a population of 150.

**Allentown** (Monmouth co.), a thriving post village, with a population of 1400 and two grist mills.

**Allen Mines** (Morris co.), mail Dover.

**Allenwood** (Monmouth co.), a post hamlet on the Manasquan extension of the Freehold and Jamesburg Railroad and on the Manasquan River,  $2\frac{1}{2}$  miles by rail and 4 miles by water from Manasquan.

**Allen's Ferry** (Warren co.), mail Delaware Station.

**Allertou** (Hunterdon co.), mail Annandale.

**Allerton's** (Bergen co.), the station name of Granton.

**Allerville** (Hunterdon co.), a hamlet on a branch of the Lehigh Valley Railroad, near Sidney.

**Alloway Station** (Salem co.), on the Salem branch of the West Jersey Railroad.

**Allowaytown** (Salem co.), a thriving post village 1 mile s. of Alloway Station and at the head of navigation on the Alloways Creek; it has a large canning establishment, mills, etc., and a population of 802.

**Almonesson** (Gloucester co.), a post hamlet on the Cooper's Creek, 3 miles e. of Woodbury, where there is a mill. Population, 300.

**Alpine** (Bergen co.), a post village at the Palisades. Population, 125.

**Amboy Junction** (Union co.), mail Rahway.

**Amey's Mount** (Burlington co.), mail Juliustown.

**Amcestown** (Burlington co.), mail Ellisdale.

**Amptonville** (Essex co.), mail Irvington.



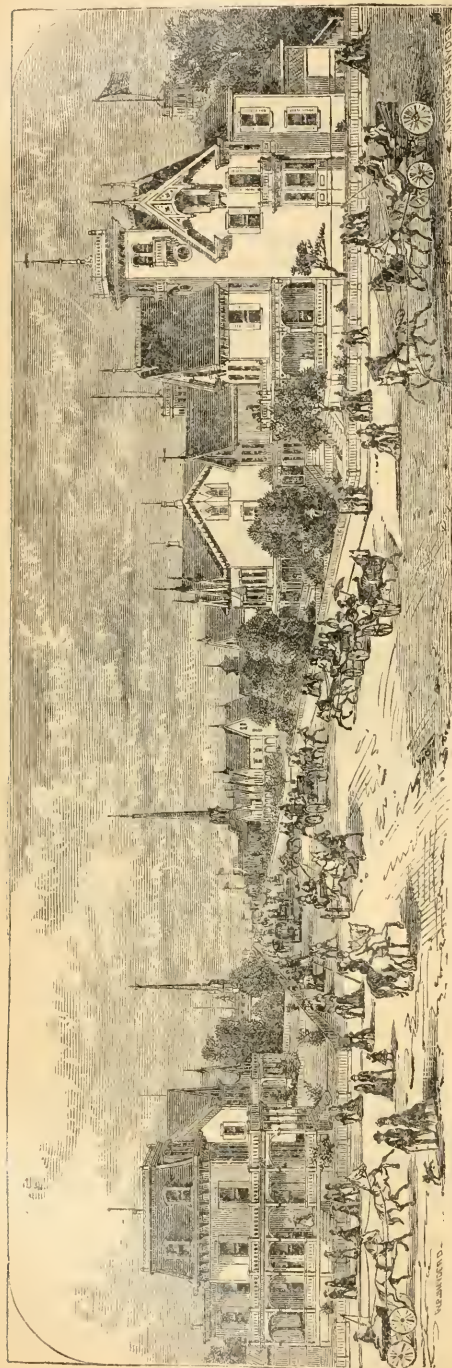
ON THE BEACH—LONG BRANCH.

**Amsterdam** (Hunterdon co.), a hamlet at the foot of the Musconetcong Mountain and on the Belvidere Delaware Railroad.

**Aneora** (Camden co.), a flourishing post village on the Camden and Atlantic, near the junction of the New Jersey Southern Railroad; here are considerable manufactures of phrenological busts and pearl buttons, and an industrial school. Population, 200.

**Anderson**, or **Andersontown** (Warren co.), a post hamlet 1 mile from Port Murray and on the Musconetcong River, which here supplies power for a large grist mill. Population, 150.

**Andover** (Sussex and Warren cos.), a post village on the Sussex Railroad, a branch of the Morris and Essex, and in a township of the same name, which contains iron mines and limestone quarries, with a population of 1200, the village containing 425. There



PACIFIC AVENUE, ATLANTIC CITY, DURING THE SUMMER SEASON.

is a small hamlet of this name about 5 miles s.e. of the above, on the southern boundary of this county, and another near the southern end of Warren co., on the Belvidere Delaware Railroad.

**Andrews** (Camden co.), a hamlet on the Williams-town branch of the Camden and Atlantic Railroad.

**Annandale** (Hunterdon co.), a post village on the Central Railroad of New Jersey, having a sash and blind factory, and a population of 500.

**Anthony** (Hunterdon co.), a post village near the n.w. corner of the county. Population, 98.

**Anthonytown** (Hunterdon co.), mail Port Murray.

**Apgar's Corner** (Hunterdon co.), mail Lebanon.

**Applegate Corners** (Cumberland co.), mail Cohansey.

**Aqueduct Mills** (Mercer co.), mail Princeton.

**Archertown** (Ocean co.), a post hamlet near New Egypt.

**Areola** (Bergen co.), a post hamlet 3 miles e.n.e. of Paterson, having a woolen mill.

**Aries Mills** (Salem co.), mail Daretown.

**Arlington** (Hudson co.), a post hamlet on the Montclair and Greenwood Lake Railroad, 2 miles w. of Woodside. Population, 395.

**Arlington Avenue** (Essex co.), mail East Orange.

**Arney's Mountain** (Burlington co.), a hamlet near Juliustown.

**Arneytown** (Burlington co.), a hamlet near Jacobstown and on the boundary of Monmouth co.

**Asbury** (Warren co.), a post village 2 miles n.w. of Asbury Station of the Central Railroad of New Jersey and on the Musconetcong River, which here supplies power for woolen and other mills; it has a population of 700.

**Asbury Park** (Monmouth co.), a post village and summer resort on the beach and on the Central Railroad of New Jersey, separated from Ocean Grove by a lake about 300 feet across; it has a money-order postoffice. The tract of land upon which it is located was purchased in 1870 by Mr. James Bradley, with the intention of establishing a new sea-side resort. The enterprise has proved itself to be a successful one. By the generous expenditure of money and time in carrying out the designs of its founder, Asbury Park stands to-day among the foremost of New Jersey's sea-side resorts. It has one public and two private schools, eight churches, twenty hotels, two public halls, newspapers, and many manufacturing establishments. Population, 1700.

**Asbury Station** (Gloucester and Hunterdon cos.), two stations, one of the Swedesborough branch of the West Jersey Railroad, 3 miles n.e. of Swedesborough; the other of the Central Railroad of New Jersey, 5 miles s.w. of Junction; there is quite a hamlet at the latter.

**Asbury Station** (Gloucester co.), mail Reparepo.

**Asbury Station** (Hunterdon co.), mail Asbury.

**Ashford** (Essex co.), mail South Orange.

**Ashland** (Camden co.), a hamlet on the Camden and Atlantic Railroad,  $2\frac{1}{2}$  miles s.e. of Haddonfield.



**Ashland** (Essex co.), mail East Orange.

**Ashley Place** (Mercer co.), mail Trenton.

**Ashley** (Essex co.), mail Orange.

**Ash Swamp** (Middlesex co.), mail Rahway.

**Asylum** (Mercer co.), a hamlet on the Belvidere Delaware, near the intersection of the Delaware and Bound Brook Railroad, which owes its name to the State Lunatic Asylum located here.

**Atco** (Camden co.), a post village at the junction of the Camden and Atlantic, New Jersey and Williamstown Railroads, the centre of manufacturing and fruit and berry-growing region; there are numerous extensive cranberry bogs in its immediate vicinity, and a glass factory and comb factory in the village. Population, 310.

**Atco Station** (Camden co.), mail Atco.

**Aten's Foundry** (Warren co.), mail Hope.

**Atlantic City** (Atlantic co.), a city and one of the leading summer resorts of the New Jersey coast; it is situated on an island called Absecon Beach; has an excellent sandy beach for bathing, is well provided with hotels, boarding-houses and cottages, and is very easy of access, being the terminus of three first-class well-equipped railroads—the Camden and Atlantic, the Philadelphia and Atlantic City (narrow gauge), and the West Jersey and Atlantic City Railroads; the city is well drained, well lighted and has an ample supply of good water for drinking and culinary purposes. The citizens, railroad managers and others interested in the development of this city as a watering-place, have shown a remarkable degree of foresight, judgment and enterprise, and it is second to none on the continent, either in inducements or in success. Besides having a great number of stores, embracing all lines of merchandise that meet any demand, the city has a large trade in fish, especially oysters and clams, which are obtained in great profusion in the inlets, bays, etc. The resident population in 1870 was only 1043, but has increased very rapidly within the last five years, and beyond all precedent within the last two years, so that it is now 5477, which is augmented largely during the summer season. It stands pre-eminent as a resort for excursionists, having had as many as 10,000 people visit the city in a single day. Ample accommodation and every convenience for the comfort and enjoyment of its guests are afforded. The proverbial dryness of the atmosphere of this section of the State, and its balmy sea air, have given the place a reputation to some extent of rivaling Florida as a resort for invalids. The Absecon lighthouse stands within the city limits, and is 167 feet above the level of the sea; the lenses are of the first order, with stationary light visible at a distance of 19 miles.

**Atlanticville** (Monmouth co.), a post village on the New Jersey Southern Railroad, 2½ miles n. of Long Branch. Population, 78.

**Atsion Junction** (Burlington co.), mail Atsion.

**Atsion** (Burlington co.), a post village on the Atsion River and at the junction of Atco branch with the

main line of the New Jersey Southern Railroad; it has a cotton mill, and a considerable portion of the fruit and oysters and of the manufactures of this region are shipped at Atsion for New York. It has a population of about 300.

**Anburn, or Sculltown** (Salem co.), a post village on the Old Man's Creek, about 5 miles e.s.e. of Pennsgrove; it has a population of upwards of 203, and is the centre of a fertile region where much garden truck is raised for the Philadelphia market.

**Augusta** (Sussex co.), a post village on the Branchville branch of the Sussex Railroad, near its north-western terminus; here are a cotton mill, a tannery, etc. Population, 248.

**Austin** (Salem co.), a post hamlet 2 miles n. of Shiloh, and e.n.e. of Jericho.

**Avondale** (Essex co.), a post village on a branch of the Erie Railroad, 3½ miles n. of Newark; here is a valuable stone quarry. Population, 200.

**Avenue Station** (Middlesex co.), mail Woodbridge.

**Ayerstown** (Burlington co.), mail Mount Holly.

**Baak's Mills** (Somerset co.), mail Martinsville.

**Babon's Bridge** (Hunterdon co.), mail Rowland Mills.

**Bachville** (Morris co.), mail Morristown.

**Bacon's Neck** (Cumberland co.), a hamlet on the New Jersey Southern Railroad, 1½ miles n.e. of Bay Side.

**Baileytown** (Cumberland co.), mail Mauricetown.

**Baker's Basin** (Mercer co.), a hamlet on the Raritan Canal, near Trenton.

**Baker's Mills** (Morris co.), mail Dover.

**Baker's Mine** (Morris co.), mail Dover.

**Bakersville** (Atlantic and Ocean cos.), two hamlets, one on the shore of the mainland near Absecon Beach, the other near Manchester, the latter also called Yankeetown. Population, 300.

**Balesville** (Sussex co.), mail Pleasant Valley.

**Ballinger's Mills** (Salem co.), mail Daretown.

**Batesville** (Camden co.), a hamlet on the Paulinskill, opposite Pleasant Valley.

**Bamber** (Ocean co.), a hamlet on the Tuckerton branch of the New Jersey Southern Railroad and on the Cedar Creek, which supplies power here for a saw mill; it is the centre of a prolific cranberry district.

**Bang Bridge** (Warren co.), a hamlet of the Jenny Jump mining region, near Allamuchy.

**Baptistown, or Baptisttown** (Hunterdon co.), a post village near Frenchtown, the centre of a rich farming district, with a good local business, and a population of 250.

**Barber's Station** (Burlington co.), mail New Gretna.

**Barber's** (Hunterdon co.), a hamlet on the Flemington and Lambertville branch of the Lehigh Valley Railroad.

**Barbortown** (Hunterdon co.), a hamlet near Baptistown.

**Bargaintown** (Atlantic co.), a post village on the Cedar Swamp Creek, 5 miles s.w. of Absecon, having a saw mill, other mills, etc. Population, 150.

**Barley Sheaf** (Hunterdon co.), a hamlet on the south branch of the Raritan River, near Rowland Mills.

**Barnard** (Atlantic co.), mail Hammonton.

**Barnegat** (Ocean co.), a post village of 1000 inhabitants, on the Tuckerton branch of the New Jersey Southern Railroad; it is about a mile from the extensive Barnegat Bay, where clams and oysters abound; cranberries are raised in great quantities in its vicinity, and it has considerable manufactures and numerous stores with a good business. The name Barnegat is of Dutch origin, being a corruption of the name Barendegat, signifying Breakers' Inlet—the inlet being noted for the dangerous nature of its breakers. On the south side of this inlet stands the famous Barnegat light-house, the light of which is the principal guide to mariners approaching New York harbor. It rests upon a brick tower, 150 feet in height from base to focal plane. The lenses are large and of the first order, emitting a flash-light at intervals of ten seconds. It has a population of 1108, with excellent schools, churches, hotels, and a number of cottages. About 2 miles to the n.e. is a thriving hamlet called Barnegat Junction, where the Waretown and Tuckerton branches of the New Jersey Southern meet.

**Barnsborough**, or **Barnesborough** (Gloucester co.), a post village on the West Jersey Railroad, both the Cape May and Atlantic City routes, in a district remarkable for superior truck and dairy farming, fruit culture and manufactures. Population, 240.

**Barrentown** (Monmouth co.), a hamlet on the Freehold and Keyport Railroad, 3 miles n.e. of Freehold.

**Bartley** (Morris co.), mail Chester.

**Bartleyville** (Morris co.), a post hamlet on the Central Railroad of New Jersey, in the iron district, and having iron works. Population, 50.

**Basking Ridge** (Somerset co.), a thriving post village on the Barnardsville branch of the New Jersey West Line Railroad; with a population of nearly 600, an extensive condensed milk manufactory, etc.; it is in a fine farming region, and much butter, garden produce, etc., is shipped here for New York.

**Bass River** (Burlington co.), is a hamlet on Bass River.

**Bates Mill** (Atlantic co.), mail Waterford Works.

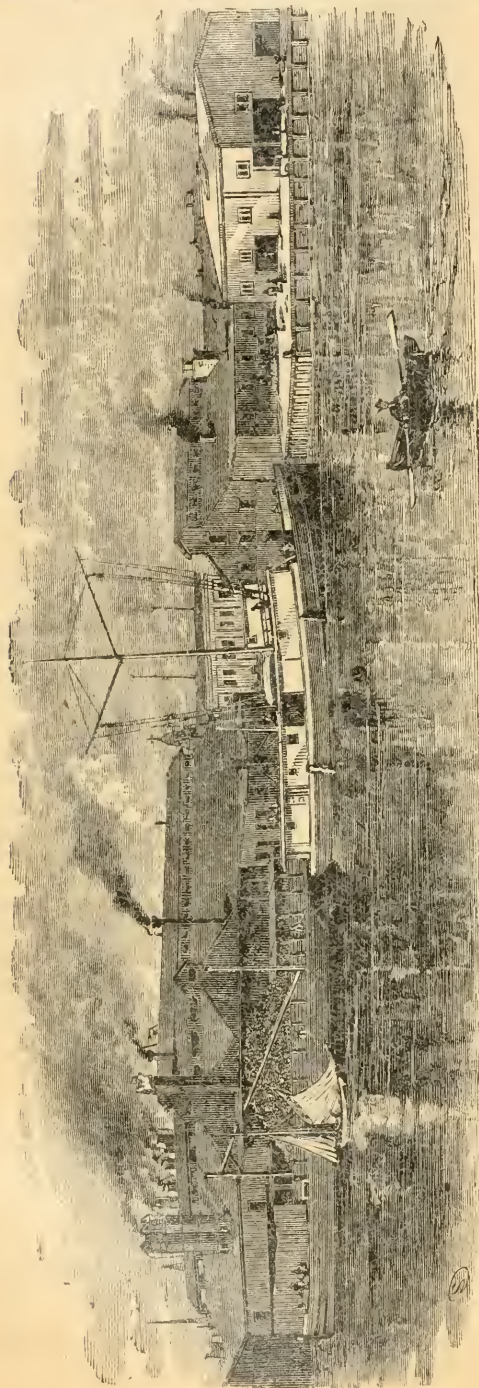
**Batestown** (Morris co.), mail Schooley's Mountain.

**Baties Works** (Morris co.), mail Boonton.

**Batsto** (Burlington co.), a hamlet on Batsto River, which here supplies power for a saw mill.

**Battentown** (Gloucester co.), a hamlet near Swedesborough.

**Battle Ground** (Monmouth co.), a hamlet on the Freehold and Jamesburg Railroad, 2 miles w.n.w. of Freehold; it occupies the site of the battle of Monmouth Court House in the revolution.



VIEW ON THE PASSAIC RIVER AT NEWARK.



**Bayonne** (Hudson co.), a city of 9372 inhabitants, at the southern end of the county, essentially a part of Jersey City, though its citizens declined, by a vote in October, 1869, to have it consolidated with its large neighbor; the city embraces the former villages of Bergen Point, Bayonne, Centreville, and Salterville or Pamrapo, at each of which the Central Railroad of New Jersey still maintains a station; it is separated on the north from Jersey City by the Morris Canal, on the south from Staten Island by the Kill von Kull, and is washed on its two sides by the New York and Newark Bays. Bayonne has extensive manufactures, comprising petroleum refineries, chemical paint works, etc., and on the Kill von Kull are the Port Johnson coal docks, where thousands of tons of coal are annually received and shipped, employing hundreds of laborers.

**Bay Side** (Cumberland co.), the southwestern terminus of the New Jersey Southern Railroad, on the Delaware River, near its expansion into the bay; there is a shad fishery here, employing many hands, with about fifty boats; and, though itself a small place, Bay Side is the depot for a large water and rail traffic.

**Bay Side View** (Cumberland co.), the southern terminus of the Bridgeton and Port Norris Railroad, on the Maurice River, very near the Cove, and about 2 miles from Port Norris; it is the headquarters of the Maurice River Cove fisheries, the deservedly famous and popular oysters from which are sent hence to Port Norris for packing and shipment, by water and rail, to Philadelphia and New York.

**Bay View** (Monmouth co.), mail Navesink.

**Bayville Station** (Ocean co.), mail Bayville.

**Bayville** (Ocean co.), a post hamlet on Barnegat Bay, 1 mile e. of Bayville station of the Waretown branch of the New Jersey Southern Railroad; it is one of the depots of considerable fisheries operating in the bay, inlet and creeks (see Toms River). Population, 30.

**Bayway** (Union co.), a hamlet on the Long Branch branch of the Central Railroad of New Jersey; also called East Rahway.

**Beach Glen** (Morris co.), a mining hamlet of the Rockaway and Hibernia iron region, on the Hibernia Mines branch of the Morris and Essex Railroad,  $1\frac{1}{2}$  miles s. of Hibernia.

**Beach Haven** (Ocean co.), a post village and summer resort on the island of Long Beach, near the village of Long Beach, reached by steamer from Edge Cove; it is a favorite resort of those who enjoy fishing and boating as well as bathing, and it has a large hotel capable of accommodating 300 guests, and other accommodations for visitors. Population, 75.

**Beach View** (Ocean co.), a hamlet on the Tucker branch of the New Jersey Southern Railroad.

**Beadensville** (Somerset co.), mail Rocky Hill.

**Bear Hole** (Burlington co.), mail Woodmansie.

**Bear Valley** (Mercer co.), a hamlet near Titusville.

**Beatyestown**, or **Beattiestown** (Warren co.), a post village of 250 inhabitants, on the Musconetcong River, which here supplies power for a grist mill; it is less than 2 miles from Rockport, and has a good hotel.

**Beaver Brook** (Warren co.), mail Hope.

**Beaver Dams** (Burlington co.), mail Woodmansie.

**Beaver Mills** (Passaic co.), mail Paterson.

**Beaver Run** (Sussex co.), a post village near Hamburg, having manufactories of ploughs and other farm implements. Population, 50.

**Beaver Wick** (Morris co.), mail Parsippany.

**Beavertown** (Morris co.), a hamlet on the Delaware, Lackawanna and Western Railroad.



RAILWAY STATION, BOUND BROOK LINE.

**Bedminster** (Somerset co.), a post hamlet on the north branch of the Raritan River; it is often colloquially designated Lesser Cross Roads. Population, 102.

**Beebee Run** (Cumberland co.), mail Bridgeton.

**Beemerville** (Sussex co.), a post village of 262 inhabitants, near the eastern base of the Kittatinny Mountains, and 4 miles w. of Deckertown.

**Beesley's Point** (Cape May co.), a post village of 232 inhabitants, on the coast at Great Egg Harbor, below where it receives the Tuckahoe and Great Egg Harbor Rivers; it has a good hotel, and is one of the headquarters of extensive fisheries.

**Beetown** (Gloucester co.), mail Salina.

**Begota** (Bergen co.), mail Hackensack.

**Bell Grove** (Hudson co.), mail Newark.

**Belle Plain Station** (Cape May co.), mail East Creek.

**Belle Plain** (Cumberland co.), a post village on the West Jersey Railroad, having considerable manufactures, a good local trade and a population of 200.

**Belle View** (Gloucester co.), mail Newfield.

**Bellevue** (Monmouth co.), mail Sea Bright.

**Bellevue** (Cumberland co.), mail Fairton.

**Belleville** (Essex co.), a post village of 3000 inhabitants, on the Passaic River and on the Erie

Railroad, 3 miles n. of Newark and 6 miles n.w. of Jersey City, which has its water works here ; it has extensive manufactures, including brass and copper wire, hats, cotton goods, etc.; there is a large copper rolling-mill here.

**Belmont Farm** (Essex co.), mail Belleville.

**Belvidere** (Warren co.), a city with a population of 1773, the capital of the county, on the Delaware River, at the mouth of the Pequest, the northern terminus of the Belvidere Delaware Railroad, and connected by rail with the Delaware, Lackawanna and Western Railroad at Mantunka Chunk ; there are four hotels, and two newspapers are published here ; a bridge spans the Delaware ; the country in this vicinity contains iron ore, limestone, slate and magnesia, but the iron has not hitherto been worked ; the Pequest River affords power for numerous manufacturing, among which are a cotton and several other mills, and there are two carriage and wagon factories.

**Bennett** (Cape May co.), a hamlet on the West Jersey Railroad, near Cape May city.

**Bennett's Mills** (Ocean co.), a hamlet on the Meredeconk River, which here supplies power for a lumber and grist mill ; it is in a superior farming region, and numerous mills are run in the vicinity by the Meredeconk and Toms Rivers. Population, 475.

**Bergen Fields** (Bergen co.), a hamlet on the Jersey City and Albany branch of the New Jersey Midland Railroad.

**Bergen Heights** (Hudson co.), mail Jersey City.

**Bergen Hill** (Hudson co.), mail Jersey City.

**Bergen Iron Works** (Ocean co.), the former name of Bricksburg.

**Bergen Mills** (Monmouth co.), a hamlet adjacent to and really a part of Manalapan village.

**Bergen Point** (Hudson co.), formerly a post village, now a part of Bayonne. Population, 5000.

**Bergen Siding, or Bergen Junction** (Hudson co.), a hamlet at the Junction of the Delaware, Lackawanna and Western and the Erie Railroads, near Hoboken.

**Bergen Square** (Hudson co.), mail Jersey City.

**Bergen** (Hudson co.) a former post village, since 1870 a part of Jersey City, but retaining its postoffice.

**Berkeley Heights** (Union co.), a hamlet on the New Jersey West Line Railroad.

**Berkley** (Gloucester co.), a village on the Swedesborough branch of the West Jersey Railroad. Population, 104.

**Berkley** (Ocean co.), mail Toms River.

**Berkshire Valley** (Morris co.), a hamlet of the Hibernia and Mount Hope mining district, near Mount Hope. Population, 301.

**Berlin** (Camden co.), a post village, long known as Longacoming, on the Camden and Atlantic Railroad ; it has a population of upwards of 600, considerable manufactures, including wagon shops, glass works, etc., and a large interest in shipping truck and dairy products to the Philadelphia markets.

**Bermington** (Mercer co.), mail Greensburgh.

**Bernard Township** (Essex co.), mail Summit.

**Bernardsville** (Mercer and Somerset cos.), a hamlet and a post village, the former on the Delaware River and the Belvidere Delaware Railroad, near Titusville, and the latter the n.w. terminus of the Bernardsville branch of the New Jersey West Line Railroad ; the latter has a flour mill. Population, 300.

**Berryland** (Gloucester co.), mail Cedar Lake.

**Bertrand's Island** (Morris co.), mail Drakesville.

**Bethany** (Monmouth co.), a hamlet at Holmdel or Turkey Station.

**Bethany** (Burlington co.), mail Bridgeborough.

**Bethel** (Camden co.), mail Merchantville.

**Bethel** (Gloucester co.), mail Hurfville.

**Bethel** (Monmouth co.), mail Turkey.

**Bethel** (Union co.), mail Plainfield.

**Bethlehem** (Hunterdon co.), a post village on the Lehigh Valley Railroad and 2 miles from the intersection of the Central Railroad of New Jersey.

**Bevans** (Sussex co.), a post village on the Delaware River, with the Wallpack Creek flowing along its eastern side ; it has a large local trade, manufactures, fisheries, and good hotel, and is a popular resort of summer tourists and sportsmen.

**Beverly** (Burlington co.), a post village on the Delaware River and on the Camden and Amboy branch of the United Railroads of New Jersey, leased by the Pennsylvania Railroad, having daily communication by both steamboat and railroad with all points on the river, from Philadelphia and Camden up to Trenton, and many business men of Philadelphia reside here ; it has important manufactures, including woolen goods, oil cloths, ropes, etc., and a population of 1759.

**Big Marmington Hill** (Salem co.), mail Yorktown.

**Billingsport** (Gloucester co.), mail Paulsborough.

**Birmingham** (Burlington and Mercer cos.), a post village and a hamlet, the one on the Camden and Burlington County branch of the United Railroads of New Jersey, leased by the Pennsylvania, and 2 miles from the junction of the New Jersey Southern Railroad, and the other on the Delaware and Bound Brook division of the Philadelphia and New York New Line, leased by the Reading, 2 miles from Trenton Junction ; the former has considerable manufactures, including a machine shop, foundry, grist mill, etc. Population, 300.

**Black Neck** (Cumberland co.), mail Fairton.

**Black Oak Ridge** (Passaic co.), mail Pequannac.

**Black Point** (Monmouth co.), mail Oceanic.

**Black Rose Vineyard** (Atlantic co.), mail Egg Harbor City.

**Black's Mills** (Monmouth co.), a post hamlet on the Manalapan River, which here supplies power for a lumber and grist mill ; it is 2 miles s.e. of Manalapan village. Population, 225.



**Blackwell's Mills** (Somerset co.), a post hamlet on the Millstone River, which here affords power for a grist and a saw mill; it is less than a mile w. of Runyonton, on the Raritan Canal. Population, 150.

**Blackwoodtown** (Camden co.), a post village of 500 inhabitants, on the Big Timber Creek,  $3\frac{1}{2}$  miles s.w. of Kirkwood and 5 miles e. of Wenonah; its manufactures include a foundry, grist mill, etc., and here the county has an almshouse and an asylum for the insane; a stage makes daily trips to and from Camden.

tion is in the northwest corner of Newark, at the junction of the Morris and Essex division with the above-named branch of the Delaware, Lackawanna and Western.

**Bloomington** (Passaic and Morris cos.), a post village, the main portion of which is in Passaic co., on the n.e. bank of the Pequannock Creek, but extending across into Morris co., on the s.w. bank, where is the station on the New Jersey Midland Railroad; it has extensive manufactures of rubber goods, paper, etc., and a grist mill, the creek affording ample



EGG HARBOR VINEYARD AND RESIDENCE OF JULIUS HINCKE, ESQ.

**Blade Hall** (Middlesex co.), mail Jamesburgh.

**Blair Hall** (Warren co.), mail Blairstown.

**Blairstown** (Warren co.), a post village of 600 inhabitants, on the Paulinskill, and the northeastern terminus of the Blairstown branch of the Delaware, Lackawanna and Western Railroad; having a sash and blind and a carriage factory, a saw mill, etc.

**Blausinburg** (Monmouth co.), a hamlet near Sea Girt.

**Blawenburg** (Somerset co.), a post hamlet on a branch of the Philadelphia and New York division of the Pennsylvania Railroad, about 4 miles n.e. of Hopewell. Population, 100.

**Bloodgood's Mills** (Union co.), mail Cranford.

**Bloomfield Junction** (Essex co.), mail Bloomfield.

**Bloomfield** (Essex co.), a large post village with a population of 5648, on the Newark and Denville branch of the Delaware, Lackawanna and Western Railroad and on the Morris Canal, near Montclair, and 5 miles n. of Newark; it has a savings bank and extensive manufactures, including church and parlor organs, woolen goods, etc. Bloomfield Junction

water power for still further extension of the manufactures. Population, 2000.

**Bloomington** (Somerset co.), mail Bound Brook.

**Bloomsbury** (Hunterdon co.), a post village of nearly 650 inhabitants, on the Central Railroad of New Jersey at the intersection of the Lehigh Valley, and on the Musconetcong River; it is an important village, having a large local and inland trade and extensive manufactures, which sustain a national bank; the manufactures comprise iron works, grist mills, etc., and the trade includes the products of a fertile agricultural district, the ores, slate and stone of the many mines and quarries of northwestern New Jersey, and the manufactures of the foundries, factories and mills which abound in this section.

**Blue Anchor** (Camden co.), a hamlet near Winslow and Ancora.

**Blue Ball** (Monmouth co.), a hamlet near Turkey.

**Boardville** (Passaic co.), a hamlet near, if not identical with Erskine.

**Boiling Spring** (Bergen co.), a hamlet near Woodridge.

**Boilsville** (Sussex co.), mail Newton.

**Bombay Hook Landing** (Cumberland co.), a hamlet near the mouth of the Cohansey Creek, and nearly opposite Bombay Hook, Delaware; here is a fishery.

**Bone Hill** (Ocean co.), mail Manchester.

**Bonhamton** (Middlesex co.), a hamlet near Stelton.

**Bonnville** (Warren co.), mail Hainesville.

**Bonsville** (Hudson co.), mail West Hoboken.

**Boolis Island** (Hunterdon co.), mail Raven Rock.

**Boonton** (Morris co.), a large post village with a population of 2685, on the Rockaway River, the Morris Canal and the Newark and Denville branch of the Delaware, Lackawanna and Western Railroad, its manufactures are various and valuable, including a large rolling mill, an iron furnace, two cut and wrought nail works, a silk hat manufactory, grist mills, etc., and it has a large local trade, being the main depot for the supply of groceries, dry goods, etc., to the mining and manufacturing district of the northern portion of Morris co. and much of Sussex.

**Borden's Hill** (Salem co.), a hamlet near Quinton.

**Bordentown** (Burlington co.), a post borough on the Delaware River and on the Camden and Amboy Railroad, having daily steamboat and railroad communication with all points on the Delaware, from Philadelphia and Camden to Trenton; it has extensive foundries, machine shops, and other manufactures, and a considerable local and inland trade, which sustain a national bank and a weekly newspaper; its population is 5334.

**Bordesville** (Passaic co.), mail Pompton.

**Bound Brook** (Somerset co.), a post village on the Raritan River, at the mouth of Green Brook, and on the Central Railroad of New Jersey, the Lehigh Valley and the Delaware and Bound Brook division of the Philadelphia and New York New Line, 32 miles from New York. The village contains a population of 1250, four churches, hotel, newspaper, stores and other business interests. Excellent fish abound in the Raritan River.

**Bowentown** (Cumberland co.), a hamlet on the New Jersey Southern Railroad, 3 miles s.w. of Bridgeton. Population, 25.

**Bowen's Corner** (Cumberland co.), mail Shiloh.

**Bowville** (Morris co.), a hamlet near Boonton.

**Boxitons** (Morris co.), a hamlet on the Raritan River, near Mendham.

**Boyd Place** (Ocean co.), mail Whiting.

**Boyd's Tavern** (Ocean co.), a former name of Platte Place.

**Boyersville** (Warren co.), mail Washington.

**Boynton Beach** (Middlesex co.), mail Woodbridge.

**Bozarthtown** (Burlington co.), mail Budd Town.

**Braddock** (Camden co.), mail Winslow.

**Braddock's Mills** (Atlantic co.), mail Hammonton.

**Bradway** (Cumberland co.), a hamlet on the New Jersey Southern Railroad, about 5 miles w. of Vineland.

**Brainard's** (Warren co.), a hamlet on the Belvidere Delaware Railroad, 4 miles below Roxburg.

**Branch Mill** (Union co.), the local name of a part of Westfield.

**Branch Shore** (Monmouth co.), mail East Long Branch.

**Branchburgh** (Monmouth co.), mail Long Branch.

**Branchburgh** (Somerset co.), mail Somerville.

**Branchport** (Monmouth co.), a hamlet at the southernmost point of Shrewsbury Inlet, and at the intersection of the Central Railroad of New Jersey and the New Jersey Southern, 1 mile w. of Long Branch; it has a large oyster trade, very fine oysters being abundant in the inlet. It is sometimes called Branch Shore.

**Branchville Junction** (Sussex co.), mail Branchville.

**Branchville** (Sussex and Union cos.), an important post village and a small hamlet. The former is the northwestern terminus of a branch of the Sussex County Railroad, and is on the Paulinskill, which here affords power for three large mills; it has three hotels, and is a popular resort of tourists in the Kittatinny Mountains, being the nearest railroad station to Culver's Gap and Culver's Pond. Branchville Junction is 8 miles s.s.e., at the junction of the branch with the main line. The hamlet of this name is 2 miles n. of Westfield, on a branch of the Rahway River, which here supplies power for two mills. Population, 600.

**Brant's Paper Mills** (Morris co.), mail Morris Plains.

**Brass Castle** (Warren co.), a hamlet on the Morris Canal, 2 miles n.w. of Washington; there are a brickyard and a mill here.

**Breakfast Point** (Burlington co.), mail New Gretna.

**Breededale Farm** (Somerset co.), mail North Branch.

**Brick Church** (Essex co.), mail Orange.

**Brick Church** (Sussex co.), a hamlet near Whitehall.

**Brick House** (Sussex co.), mail Montague.

**Brick Yards** (Ocean co.), mail Whiting.

**Bricksborough** (Cumberland co.), a hamlet on the Maurice River, contiguous to Port Elizabeth; it takes its name from numerous extensive brickyards.

**Bricksburg** (Ocean co.), a large post village of 1000 inhabitants, on the northern border of the county, on the New Jersey Southern Railroad and on the Meredekonk River, which here affords power for considerable manufactures, including iron works, etc.; it has also a good oyster trade, and a newspaper is published in the village. Population, 1200.

**Bricktown** (Union co.), mail Rahway.

**Brickville** (Cumberland co.), mail Bridgeton.

**Bridgeborough** (Burlington co.), a post village on the Rawocas Creek, near Riverside. Population, 500.

**Bridgepoint** (Somerset co.), a hamlet near Harlingen.



**Bridgeport** (Gloucester and Monmouth cos.), a post village and a hamlet, the former on the Delaware Shore Railroad, with a population of 450, a good local trade; it is in a superior farming district, where truck and dairy products are raised on a large scale for the Philadelphia market, much of which is shipped at this station. The hamlet is on the Navesink River, opposite Red Bank, and on the Central Railroad of New Jersey.

**Bridgeport** (Burlington co.), mail Wading River.

**Bridgeton** (Cumberland co.), the capital of the county, is a city of 8729 inhabitants, and a port of entry, at the head of navigation, on both sides of the Cohansey River; it has complete railroad facilities, being on the New Jersey Southern Railroad, the southern terminus of a branch of the West Jersey and the northwest terminus of the Bridgeton and Port Norris Railroad; its manufactures are extensive and varied, comprising a large rolling mill, foundry, large nail works and glass works, and manufactories of woolen goods, machinery, leather, carriages, etc., and its trade is large and valuable, both by water and rail; it sustains a national bank, and one daily, three weekly and three monthly papers are published here; the city contains also three prosperous educational institutions—the South Jersey Institute, West Jersey Academy, and Ivy Hall Seminary, besides a well-conducted system of schools.

**Bridgeville** (Warren co.), a post village on the Delaware, Lackawanna and Western Railroad,  $2\frac{1}{2}$  miles s.e. of Manunka Chunk, and on the Pequest River, which here supplies power for a large grist mill. Population, 175.

**Bridgewater** (Somerset co.), mail Somerville.

**Brigantine Beach** (Atlantic co.), a village and summer resort on an island of the same name, n.e. of Atlantic City; it has two hotels and a flourishing fishery, with extensive oyster beds. Mail Atlantic City.

**Brighton** (Sussex co.), a hamlet near Andover; has a cheese factory.

**Brill's, or Brill's Junction** (Hudson co.), a hamlet on the Newark and New York Railroad.

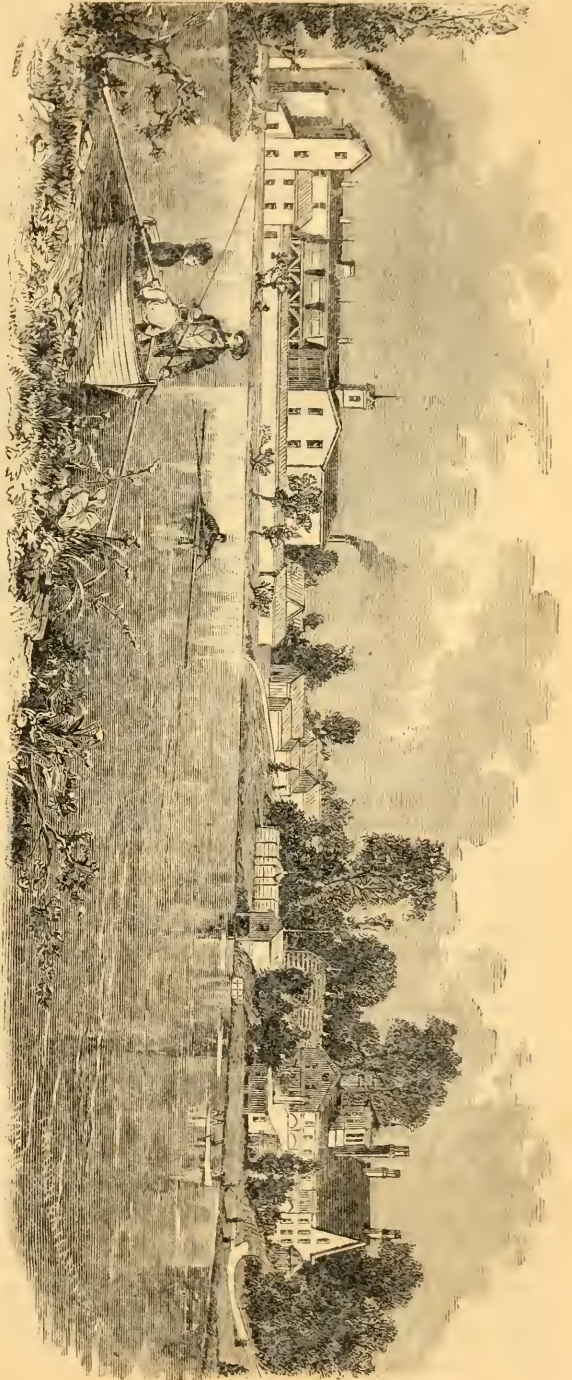
**Brindletown** (Ocean co.), a hamlet extending across the border of Burlington County, the portion within the latter being designated Hockamick; it has a lumber mill, and fine cranberries are grown in the vicinity.

**Broadway** (Sussex and Warren cos.), a hamlet and a post village, the one near Libertyville, the other on the Morris and Essex Railroad; the latter has a woolen mill. Broadway has a population of 300.

PAINT WORKS OF LUCAS &amp; CO.

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**Broadway Station** (Cumberland co.), mail Vineland.

**Brocksville** (Monmouth co.), mail Clarksburgh.

**Brontzmansville** (Warren co.), mail Calno.

**Brookdale** (Essex co.), a post village, 1 mile from Peru station of the Erie Railroad. Population, 500.

**Brooklyn Pond** (Morris co.), mail Dover.

**Brooklyn** (Sussex co.), a hamlet on Hopatcong Lake.

**Brownville** (Camden co.), a hamlet near Kirkwood.  
**Brownsville** (Middlesex co.), a hamlet midway between Herbertsville and Matawan.

**Buckshutem** (Cumberland co.), a hamlet on the Maurice River,  $2\frac{1}{2}$  miles n.w. of Port Elizabeth.

**Budd's Lake** (Morris co.), a post village and summer resort on a beautiful lake of the same name, 2 miles s. of Waterloo station; it has an excellent hotel and several boarding houses. Population, 100.



STREET VIEW AT ELIZABETH.

**Brookside** (Morris and Sussex cos.), a post village 4 miles w. of Morristown, and a hamlet near Andover; the former is on the Whippany River, which affords power for considerable manufactures, including a large woolen works, a grist mill, etc. Population, 1000.

**Brook Valley** (Morris co.), a post hamlet near Riverdale.

**Brookville** (Hunterdon co.), mail Stockton.

**Brotzmanville** (Warren co.), a post hamlet on the Delaware River above the Water Gap.

**Browerstown** (Passaic co.), mail Little Falls.

**Browning** (Warren co.), mail Columbia.

**Brown's Dock** (Monmouth co.), mail Navesink.

**Brown's Mills** (Burlington co.), a post village on the Rawcocas Creek, 3 miles e.n.e. of Pemberton; the creek supplies power for a lumber mill, a grist mill, etc.; the village is a popular summer resort, and has a superior hotel and numerous boarding houses. Population, 200.

**Brown's Point** (Monmouth co.), is now a part of Keyport.

**Brown's, or Brown's Station** (Burlington and Middlesex cos.), two hamlets, the one on the Mount Holly and Medford Railroad, the other on a local road near South River.

**Buddtown** (Essex co.), mail Orange.

**Budd Town** (Burlington co.), a post hamlet on the south branch of the Rawcocas Creek, near Vincen-town. Population, 98.

**Buena Vista** (Atlantic and Cumberland cos.), two hamlets, the one on the West Jersey and Atlantic City Railroad, 3 miles e.s.e. of Forest Grove, and 1 mile from Landisville, the other about the same distance from Bacon's Neck.

**Bull's Ferry** (Hudson co.), a village of 500 inhabitants, 4 miles n. of Hoboken.

**Bull's Ferry** (Bergen co.), mail Fairview.

**Bull's Island** (Hunterdon co.), the station name of Raven Rock.

**Bum Tavern** (Morris co.), mail Waughrightville.

**Bunker Hill** (Somerset co.), a hamlet midway between Nine Mile Run and Ten Mile Run.

**Burkville** (Ocean co.), a hamlet in the north-westernmost corner of the county, at the head of Toms River.

**Burlington** (Burlington co.), a city of 7237 inhabitants and a port of entry on the Delaware River, and on the Camden and Amboy Railroad, with a branch road to Mount Holly; several steamboats make daily trips from Philadelphia to Burlington and above.



Besides having a very large local and inland trade, Burlington is the shipping point of immense quantities of garden, orchard and dairy products from the rich farms of the county to the markets of Philadelphia; the manufactures of the city are not very extensive, but are steadily growing in amount and value; there is a prosperous national bank, and two newspapers are published here; Burlington College and St. Mary's Hall are flourishing institutions, the latter for girls. Burlington was one of the first points settled in West Jersey, the first considerable colony having arrived here in 1667; it was originally named New Beverly, but this was changed to Bridlington, and subsequently to Burlington. After the consolidation of the two provinces into the one province of New Jersey, Burlington was long one of the capitals, Amboy or Perth Amboy being the other. It is now recognized as one of the aristocratic cities of the State.

**Burn's Mill** (Burlington co.), mail Budd Town.

**Burnsville, or Burrsville** (Ocean co.), is now Meredeconk. Situated near the head of the bay-like expansion of Meredeconk River, about  $3\frac{1}{2}$  miles from the ocean. It has a population of 400, with a church and several excellent schools. The people are principally engaged in the occupation of fishing and farming.

**Burnsville** (Ocean co.), mail Silverton.

**Burnt Mills** (Somerset co.), mail Pluckenum.

**Burt's Creek** (Middlesex co.), mail Sayreville.

**Bushtown** (Salem co.), a hamlet near Yorktown.

**Bustleton** (Burlington co.), a hamlet midway between Stevens (on the Camden and Amboy Railroad main line) and Columbus (on the Kinkora and New Lisbon branch).

**Butler's Basin** (Passaic co.), mail Paterson.

**Butler's Place** (Burlington co.), a hamlet.

**Buttville or Butzville** (Warren co.), a post village on the Delaware, Lackawanna and Western Railroad, and on the Pequest River,  $2\frac{1}{2}$  miles s.w. of Bridgeville; the river supplies power for a grist mill. Population, 100.

**Butzville** (Essex co.), mail Belleville.

**Byram** (Sussex co.), mail Sparta.

**Cadfish Pond** (Warren co.), mail Calno.

**Calais** (Morris co.), a hamlet near Succasunna.

**Caldwell** (Essex co.), a post village on a branch of the Morris and Essex Railroad,  $3\frac{1}{2}$  miles w.n.w. of Montclair; the county prison is located here. A thrifty, flourishing place with numerous advantages. Population, 1400.

**Calico Neck** (Bergen co.), mail Edgewater.

**Califon** (Hunterdon co.), a post village on the High Bridge Branch of the Central Railroad of New Jersey, and on the south branch of the Raritan River, which affords power for two lumber and two grist mills. Population, 200, and increasing.

**California Mills** (Cape May co.), mail Petersburg.

**California** (Hunterdon co.), mail High Bridge.

**California** (Morris co.), mail German Valley.

**Calno** (Warren co.), a post hamlet on the Delaware River near Millbrook.

**Cambridge** (Burlington co.), mail Riverside.

**Camden** (Camden co.), a city, port of entry and the county seat, on the Delaware River, opposite Philadelphia, with which it is connected by five steam ferry lines, two of which landing at adjoining wharves at the foot of Market Street, Philadelphia, and within one square in Camden, each make ten minute intervening trips, thus making jointly communication at intervals of only five minutes; Camden has a very complete system of rail communication with all points in the State, being the rail terminus of the Camden and Amboy, the Camden and Burlington County, the West Jersey, the Camden and Atlantic, the Philadelphia and Atlantic City, the Camden, Gloucester and Mount Ephraim, and the many branch lines in all directions of several of the railroads named, besides having direct connection with the New Jersey Southern and the Central Railroad of New Jersey, and the roads intersecting. Though Camden has a very large and extensive local inland and coastwise trade, it is as a manufacturing city it takes most conspicuous rank, and it owes its steady and rapid growth within the last three decades to the immense establishments that have been formed and developed within the city limits during the period; the manufactures comprise seven iron foundries and mills (some of them among the largest, most extensive in the country), several large woolen and cotton mills, the largest steel pen manufactory and the only nickel refinery on this continent, and numerous extensive manufactories of fertilizers and chemicals, dyes, paints, oil cloths, shawls, sheet-metal goods, stoves and hollow-ware, machinery, etc.; there are several ship-yards, dry-docks and marine railways, one of the establishments being among the leading ship-building establishments of the country with unsurpassed facilities for iron vessels of the first class. The population of the city in 1850 was 9478; in 1860, 14,358; and in 1870, 20,045; while the census of 1880 shows a population of 41,714, a part of the great increase in the last ten years being due to the annexation of Newton township to the city, though the actual growth has been about 15,000.

**Camp Comfort** (Monmouth co.), mail Navesink.

**Camp Gaw** (Bergen co.), a hamlet about  $2\frac{1}{2}$  miles e. of Ramsey's (on the Erie Railroad), and 3 miles n. of Camp Gaw station (on the New Jersey Midland Railroad). The country surrounding is beautiful and flourishing.

**Caaptown** (Essex co.), mail Irvington.

**Canadasville** (Sussex co.), mail Newton.

**Canistear** (Sussex co.), a hamlet of the Vernon mining district, at the head of the Pequannock River.

**Canton** (Mercer and Salem cos.), a hamlet and a post village, the former in East Windsor township, and the latter on the Stow Creek, which affords power for a mill; the village is also a supply depot for fisheries along the river shore. Population, 250.

**Cape May** (Cape May co.), a city and fashionable resort on an island near the southern extremity of the State; the beach here is peculiarly excellent, with a fine sandy surface and a gradual slope, which extends for the entire length of the city; it is the southern terminus of the West Jersey Railroad, and the Delaware Bay Railroad, with trains every half hour, connects with the steamboat landing at Cape May Point, where a steamboat arrives and departs daily from and to Philadelphia; there is ample hotel, boarding-house and cottage accommodation for guests, and there are hundreds of convenient bath-houses at eligible localities; two newspapers are published here, which are issued daily during "the season," and weekly at other times; the city is thoroughly drained, has plenty of pure water for drinking and culinary purposes and is lighted with gas; the streets are wide and well paved, and a broad board walk skirts the entire city along the beach, with a superb avenue along the inside of the walk; there are many stores well stocked with goods to meet the demands of citizens and visitors, which do a very profitable business, and the city has a large trade in fish, both scaly and shell, oysters and clams especially being both very abundant and very excellent. An extensive fire which laid a large part of the city in ashes in the month of November, 1878, has proved a real advantage in leading to the erection of the most substantial edifices, instead of the frame buildings that formerly characterized the city. The resident population was 1248 in 1870, and 1699 in 1880; the increase, being chiefly within the last three years, is going on at an accelerated rate, as the desirableness of the locality for permanent habitation is more and more appreciated. The summer population reaches 10,000 to 20,000.

**Cape May Court House** (Cape May co.), a post village of 500 inhabitants, the county-seat, is situated on the West Jersey Railroad, about midway between the ocean and the bay and 10 miles from the city. It has several churches and hotels.

**Cape May Point** (Cape May co.), a post borough at the southern extremity of the county and State, has a resident population of 195, rapidly growing since steam railway connection was established by the Delaware Bay Railroad with the city station of the West Jersey Railroad; there is a landing here to and from which a Philadelphia steamboat makes daily trips; several excellent hotels, numerous boarding houses, bath houses, etc., have of late made Cape May Point itself quite a favorite resort.

**Carlsburg** (Cumberland co.), a hamlet at the intersection of the West Jersey and New Jersey Southern Railroads, south of Bridgeton.

**Carlstadt** (Bergen co.), a post village on the New Jersey and New York Railroad, 2 miles n. of Erie Junction, and 5 miles s. of Hackensack; it has extensive manufactures, including hardware, watch cases, artificial flowers, sash and blinds, etc., and a population of 1500.

**Carmantown** (Atlantic co.), a hamlet near Egg Harbor City station.

**Carmantown** (Passaic co.), mail Bloomingdale.

**Carpenter's Landing** (Gloucester co.), a former name of Mantua. Population, 75.

**Carpentersville** (Warren co.), a post village on the Delaware River and on the Belvidere Delaware Railroad, 6 miles s. of Phillipsburg; it has saw and grist mills, and ten lime kilns. Population, 151.

**Carrier's Mill** (Atlantic co.), mail Cedar Lake.

**Carrieville** (Bergen co.), mail Norwood.

**Carrington** (Warren co.), a hamlet near Vienna.

**Carr's Tavern** (Monmouth co.), mail Clarksburgh.

**Carry** (Morris co.), mail Flanders.

**Carthage** (Morris co.), mail Newfoundland.

**Cary's** (Union co.), mail Plainfield.

**Caskey's** (Morris co.), mail Flanders.

**Cassidy's School House** (Sussex co.), mail Newton.

**Cassville** (Ocean co.), a post village on the Toms River, near its head, with two mills. Population, 151.

**Cass's Tavern** (Sussex co.), mail Newton.

**Cedar Bridge** (Ocean co.), a village and a hamlet, the latter on the Meredeconk River at its entrance into Barnegat Bay, and the former on the Oyster Creek; the hamlet has a considerable fishery, and the village has trade in marl and cranberries; the marl beds and cranberry bogs in the vicinity being numerous and valuable. A large and flourishing cranberry trade is carried on between this vicinity and New York and Philadelphia.

**Castle Point** (Hudson co.), mail Hoboken.

**Catawba** (Atlantic co.), mail May's Landing.

**Cat's Swamp** (Warren co.), mail Hackettstown.

**Cedar Brook** (Camden co.), mail Waterford.

**Cedar Creek** (Cumberland co.), mail Cedarville.

**Cedar Creek** (Mercer and Ocean cos.), a hamlet near Princeton, and a post village on the Cedar Creek and on the Toms River branch of the New Jersey Southern Railroad; the latter has a valuable fishery, and a trade in oysters and clams, a good hotel and a population of 300, which is rapidly increasing.

**Cedar Grove** (Burlington co.), mail Tuckerton.

**Cedar Grove** (Cumberland co.), mail Bridgeton.

**Cedar Grove** (Essex, Mercer and Cumberland cos.), a post village on the Montclair and Greenwood Lake Railroad, 4½ miles n. of Montclair, and two hamlets, the one 2 miles n.w. of Princeton, the other 2½ miles n.w. of Carlsburg. The post village has a cotton mill and a brush factory and numerous other industrial establishments, and the usual number of schools, churches, stores, hotels; together with a thrifty population of 500.

**Cedar Grove** (Ocean co.), mail Barnegat.

**Cedar Lake** (Atlantic co.), a post hamlet on the New Jersey Southern Railroad, 5 miles n. of Landisville. A delightful location for a town.

**Cedar Lake** (Warren co.), mail Blairstown.



**Cedar Mills** (Warren co.), mail Bridgeville.

**Cedar Park** (Hudson co.), mail Hoboken.

**Cedar Run** (Ocean co.), mail Manahawkin.

**Cedar Swamp Creek** (Atlantic co.), the former name of Steelmanville.

**Cedarville** (Cumberland co.), a post village of 900 inhabitants, on the Bridgeton and Port Norris Railroad, 3 miles s. of Fairton and on the Cedar Creek, which supplies power for a saw mill. It has a number of flourishing business establishments.

**Central Park** (Monmouth co.), mail New Branch.

**Central Union** (Essex co.), mail Bloomfield.

**Centre Bridge** (Hunterdon co.), mail Stockton.

**Centre Field** (Essex co.), mail Caldwell.

**Centre Grove** (Cumberland co.), mail Millville.

**Centre Hill** (Hudson co.),  
mail Jersey City.

**Centre Square** (Gloucester co.), a hamlet on the Delaware Shore Railroad and on the Old Man's Creek, opposite Pedricktown.

**Centreton** (Salem co.), a post village on a tributary of the Maurice River, supplying power for a mill, and about 1 mile east of Husted station of the Bridgeton branch of the West Jersey Railroad. Population, 251.

**Centretown** (Burlington co.), a hamlet on the Rawcocas Creek, and 2 miles n. of Masonville.

**Centreville** (Atlantic co.), mail Oceanville.

**Centreville** (Camden, Cumberland, Hudson, Hunterdon, Monmouth, Passaic, Salem and Warren cos.), the former or present name of no less than eight places in various parts of the State: (1) a former village of Camden Co., now the eighth ward of the city of Camden; (2) a hamlet of Cumberland Co., now called Underwood; (3) a former village of Hudson Co., now a part of Bayonne; (4) a post village of Hunterdon Co., 2 miles n.n.w. of Three Bridges; (5) a hamlet of Monmouth Co., near Pine Brook; (6) a former name of Richfield; (7) a former name of Centreton; and (8) a former name of Knowlton.

**Centreville** (Essex co.), mail Roseland.

**Centreville** (Sussex co.), mail Bevans.

**Chairville** (Burlington co.), a hamlet near Medford.

**Champion Landing** (Atlantic co.), mail Tuckahoe.

**Chanceville** (Ocean co.), mail Collier's Mill.

**Changewater** (Warren co.), a post village on the Delaware, Lackawanna and Western Railroad, 2 miles s.e. of Washington, and on the Musconetcong River, which affords power for two mills; there are several lime kilns in and near the village. Population, 115.

**Chapel Hill** (Monmouth co.), a post village  $\frac{3}{4}$  mile east of the New Jersey Southern Railroad, on

an eminence of 700 feet between Sandy Hook Bay and the Navesink River. Population, 63.

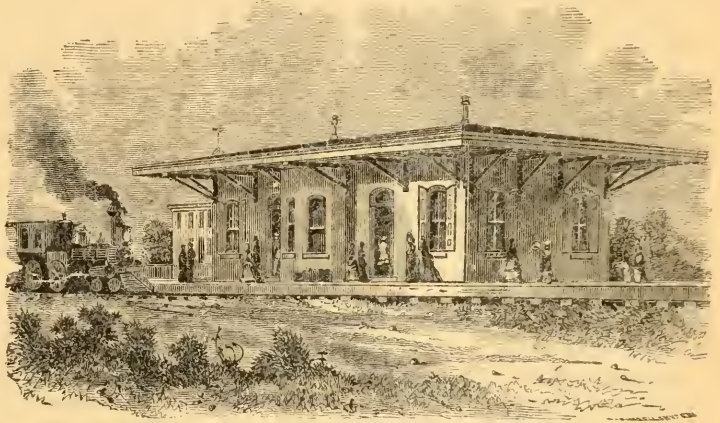
**Chapin Hill** (Essex co.), a hamlet near Montclair.

**Charleston** (Burlington co.), a hamlet near Burlington.

**Charleston Springs** (Monmouth co.), mail Clarksburgh.

**Charleytown** (Ocean co.), a hamlet near Whiting.

**Charlotteburg** (Passaic co.), a post village on the Pequannock River and on the New Jersey Midland Railroad, at the junction of the Green Pond Railroad; it has a valuable marble quarry and a large tool factory, a number of schools, churches, hotels, etc., and business establishments, surrounded by a beautiful and healthy country. Population, 700.



STATION, CENTRAL RAILWAY OF NEW JERSEY.

**Chaseford** (Ocean co.), mail Bayville.

**Chatham** (Morris co.), a post village of 600 inhabitants, on the Morris and Essex Railroad, 6 miles s.e. of Morristown; its extensive manufactures include paper, baskets, etc., and it has a good local trade.

**Cheapside** (Essex co.), a hamlet near Livingston.

**Cheapside** (Morris co.), mail Chatham.

**Cheesemantown** (Camden co.), mail Berlin.

**Cheesequake** (Monmouth co.), mail Keyport.

**Cherry Cottage** (Essex co.), mail Newark.

**Cherry Farm** (Morris co.), mail Morristown.

**Cherry Hill** (Bergen co.), a hamlet on the Hackensack River and on the New Jersey and New York Railroad, 2 miles n. of Hackensack.

**Cherry Lane** (Passaic co.), mail Paterson.

**Cherry Ridge** (Sussex co.), mail Vernon.

**Cherry Tree Bend** (Warren co.), mail Port Murry.

**Cherry Valley** (Essex co.), mail South Orange.

**Cherry Valley** (Passaic co.), mail Paterson.

**Cherryville** (Hunterdon co.), a post village near Rowland Mills, in a superior farming district. Population, 65.

**Chester** (Burlington co.), mail Morristown.

**Chester** (Morris co.), a thriving post village of large area, comprising two formerly separate hamlets,

Chester (or Chester Station) and Chester Village, extending more than two miles from north to south by about 1 to 1½ from east to west, with an aggregate population of upwards of 1000; a hamlet called Unionville, and one not distinctly named, but including the Hackle Barney Mines, 2 miles s. of Chester Village, are also actually part of the village of Chester. Chester is the centre and chief village of an extended mining tract, one of the most valuable in the State; it has consequently a large local trade, and is of sufficient importance to demand the building of two branch railroads connecting it with the great system of the Central Railroad of New Jersey and the Delaware, Lackawanna and Western. The manufactures of Chester are valuable, but are confined to iron working. The post-office is at Chester Station, about 11 miles w. of Morristown. Chester Junction is a hamlet 1 mile w. of Port Oram and 1 mile n. of McCainsville, at the junction of the Chester branch of the Morris and Essex with the High Bridge branch of the Central Railroad of New Jersey, the Chester branch of the Central connecting with the High Bridge branch at Naught-rightville, while the two Chester roads intersect at Unionville.

**Chester** (Passaic co.), mail Paterson.

**Chester Cross Roads** (Morris co.), mail Chester.

**Chesterfield** (Burlington co.), mail Bordentown.

**Chester Junction** (Morris co.), mail Port Morris.

**Chesterville** (Burlington co.), a hamlet near River-ton; has a grist mill.

**Chestnut Hill** (Essex co.), mail Bloomfield.

**Chestnut Ridge** (Bergen co.), mail Saddle River.

**Chestnut Valley** (Morris co.), mail Dover.

**Chetwood** (Burlington co.), a hamlet on the Oswego River, opposite the hamlet of Oswego.

**Chew's Landing** (Camden co.), a post village 9 miles s.e. of Camden, and 4 miles s.w. of Ashland. Population, 103.

**Chewville** (Atlantic co.), mail Atsion.

**Chewville** (Gloucester co.), a hamlet between Malaga and Cole's Mill.

**Church's Landing** (Salem co.), mail Pennsville.

**Church Road** (Camden co.), a hamlet near Merchantville.

**Cider Grove Mills** (Warren co.), mail Bridgeville.

**Cinnaminson** (Burlington co.), a post village near Palmyra, the centre of a fertile farming region, whence large quantities of garden, orchard and dairy products are sent to Philadelphia. Population, 152.

**City Line Station** (Camden co.), mail Collingswood.

**Claremont** (Hudson co.), a former hamlet, now a station, in Jersey City, of the Central Railroad of New Jersey.

**Clarence Cotton Mills** (Mercer co.), mail Fordville.

**Clarendale** (Morris co.), mail German Valley.

**Clarendon** (Hudson co.), a hamlet e. of New Durham, probably part of Guttenburg.

**Clark** (Union co.), mail Rahway.

**Clarksborough** (Gloucester co.), a post village on the Swedesborough branch of the West Jersey Railroad. Population, 255.

**Clarksburg** (Monmouth co.), a post village 5 miles e. of New Sharon. Population, 151.

**Clarksville** (Hunterdon co.), mail Glen Gardner.

**Clarksville** (Mercer co.), a hamlet on the Raritan Canal and near Princeton Junction.

**Clarktown** (Atlantic co.), a hamlet near May's Landing.

**Claversack** (Passaic co.), mail Passaic.

**Clay Bank** (Middlesex co.), a hamlet near Menlo.

**Claypitt Creek** (Monmouth co.), mail Navesink.

**Claysville** (Salem co.), a hamlet at the terminus of the Salem branch of the West Jersey Railroad, ¼ mile n.e. of Salem.

**Clayton** (Gloucester co.), a post village on the West Jersey Railroad (both the Cape May and Atlantic City routes), 4 miles s.e. of Glassborough; has glass works and other industries, numerous stores, churches, schools; and an enterprising population of 1400.

**Clayton Dock** (Ocean co.), mail Meredeconk.

**Clementon** (Camden co.), a village 2 miles s. of Kirkwood; has glass works, a grist and lumber mill. Population, 220.

**Clementon Mills** (Camden co.), mail Berlin.

**Clement's Bridge** (Camden co.), mail Chew's Landing.

**Clerk's Store** (Hudson co.), mail Jersey City.

**Cliffside** (Bergen co.), mail Edgewater.

**Cliffwood** (Middlesex co.), a hamlet on the Central Railroad of New Jersey, 5 miles s.e. of South Amboy.

**Cliffwood** (Monmouth co.), mail Keyport.

**Cliffwood** (Morris co.), mail Rockaway.

**Cliffwood Heights** (Monmouth co.), mail Keyport.

**Clifton** (Passaic co.), a post village on the Denville branch of the Delaware, Lackawanna and Western Railroad, and contiguous to Centreville on the Erie, 2½ miles s. of Paterson; it has a manufactory of bee-hives, a grist-mill and two lumber mills. Population, 225.

**Clifton** (Passaic co.), mail Echo Lake.

**Clinton** (Essex, Passaic and Hunterdon cos.), two hamlets and a post borough of 842 inhabitants, the latter on the south branch of the Raritan River, 2½ miles s. of High Bridge and 4 miles n. of Sidney, the river affording power for two large grist mills; it is the centre of a rich farming region and has a large local trade, sustaining a national bank and a weekly newspaper; iron mining was begun here in 1720, and successfully prosecuted until the revolution, when it was abandoned, and but little has been done since, though there is much excellent ore in the vicinity. The hamlets of this name are, the one on the Passaic River, opposite Pine Brook, and the other 1½ miles n.e. of Oak Ridge.



**Clinton Station** (Hunterdon co.), mail Annandale.  
**Clinton Valley** (Essex co.), mail Irvington.  
**Clonmell** (Gloucester co.), mail Paulsborough.  
**Closter** (Bergen co.), a post village on the Northern New Jersey Railroad, and 2 miles from the Palisades of the Hudson; it has a large manufactory of chairs, and a population of 800.  
**Clove** (Sussex co.), a hamlet near Quarryville. Population, 50.  
**Clover Hill** (Hunterdon co.), a post hamlet 4 miles s.e. of Flemington. Population, 75.  
**Club House** (Monmouth co.), a hamlet on the New Jersey Southern Railroad,  $\frac{1}{2}$  mile s. of Monmouth Beach.  
**Coalport** (Mercer co.), mail Trenton.  
**Coarse's, or Course's Landing** (Salem co.), a hamlet on the Salem Creek, near Sharptown.  
**Coburg** (Monmouth co.), a village on the Shark River, and  $\frac{1}{2}$  mile s. of Shark River station of the New Jersey Southern Railroad; it has a brickyard.  
**Coglia Mine** (Morris co.), mail Hibernia.  
**Cobansey** (Cumberland co.), a post hamlet on the creek of the same name, and 4 miles w. of Husted. Population, 60.  
**Cokesburg** (Hunterdon co.), a village 3 miles n.e. of High Bridge. Population, 100.  
**Cold Spring** (Cape May co.), a post village  $\frac{1}{2}$  mile w. of the railroad and 2 miles n. of Cape May Point. Population, 150.  
**Colemantown** (Burlington co.), a hamlet w. of Reeve's Station.  
**Coles Landing** (Camden co.), mail Haddenfield.  
**Cole's Mill** (Gloucester co.), a hamlet on the south branch of the great Egg Harbor River, which here supplies power for a mill; it has prolific cranberry bogs, and is 2  $\frac{1}{2}$  miles n.w. of Cedar Lake.  
**Coldestown** (Camden co.), mail Fellowship.  
**Colesville or Coleville** (Sussex co.), a post village on a tributary of the Wallkill, and 4 miles n.w. of Quarryville. Population, 125.  
**Collier's Mill** (Ocean co.), a post hamlet on the Ridgeway Brook, which affords power for a mill; it is 5 miles e.s.e. of New Egypt. Population, 75.  
**Colliersville** (Ocean co.), mail Collier's Mills.  
**Colling's Road** (Camden co.), mail Collingswood.  
**Collingswood** (Camden co.), population 40.  
**Collinstown** (Ocean co.), mail Barnegat.  
**Collinsville** (Morris co.), mail Morristown.  
**Cologne** (Atlantic co.), mail Egg Harbor City.  
**Colt's Neck** (Monmouth co.), a post village on the Yellow Creek, and about 5 miles n.e. of Freehold and n.w. of Pine Brook. Population, 403.  
**Columbia** (Morris and Warren cos.), a hamlet on the Passaic River, 1 mile s. of Ifanover, with a post-office designated Afton, and a post hamlet on the Delaware River at the mouth of the Paulinskill, opposite and connected by a bridge with Portland, Pa., which is on the Delaware, Lackawanna and Western

Railroad; the latter Columbia has a large lumber mill. Population, 200.

**Columbia** (Sussex co.), mail Bevans.

**Columbus** (Burlington co.), a post village on the Kinkora and Pemberton branch of the Camden and Amboy and New Jersey Southern Railroads. Population, 575.

**Colwell** (Atlantic co.), a former name of Elwood.

**Comical Corner** (Burlington co.), a hamlet 1 mile n. of the junction of the New Jersey Southern with the Camden and Burlington County Railroad.

**Communipaw** (Hudson co.), a station of the Central Railroad of New Jersey within Jersey City.

**Conaskouk Point** (Monmouth co.), a hamlet on the Raritan Bay, 2 miles n.n.e. of Keyport.

**Connecticut Farm** (Union co.), a hamlet near Roselle, with a postoffice called Union.

**Conoverville** (Atlantic co.), a hamlet near Absecon.

**Conrad, or Conrad's** (Camden co.), a hamlet on the Williamstown Railroad, 2  $\frac{1}{2}$  miles from Atco.

**Con's Corner** (Burlington co.), mail Mount Laurel.

**Constable Hook** (Hudson co.), mail Bergen Point.

**Convent, or Convent Station** (Morris co.), a post hamlet on the Morris and Essex Railroad, 2 miles s.e. of Morristown.

**Cookstown** (Burlington co.), a post village of 300 inhabitants, on the Pemberton and Hightstown Railroad. It has a large manufactory of carriages, etc.

**Cookville** (Warren co.), a hamlet on the Morris and Essex Railroad, 4 miles e. of Phillipsburg.

**Coonton** (Somerset co.), a hamlet n. of Bound Brook.

**Cooper** (Gloucester and Passaic cos.), a hamlet on the Delaware Shore Railroad, near Bridgeport, and one on the Montclair and Greenwood Lake Railroad, on the n.e. boundary of the State.

**Cooper's Point** (Camden co.), mail Camden.

**Coopertown** (Bergen co.), mail River Edge.

**Cooperstown** (Burlington co.), mail Beverly.

**Cooperstown** (Camden co.), a hamlet on Cooper's Creek, and nearly 2 miles n.e. of Rowantown.

**Copper Hill** (Hunterdon co.), a post hamlet on the Lambertville and Flemington Railroad, near Flemington.

**Corles Mill** (Somerset co.), a hamlet opposite Neshanic station on the south branch of the Raritan River, which supplies power for a mill. Population, 100.

**Corles Mill** (Somerset co.), mail Neshanic.

**Corona** (Bergen co.), a post village on the New Jersey and New York Railroad, 3 miles s.s.w. of Hackensack. Population, 113.

**Cottage Hill** (Atlantic co.), a hamlet near Absecon.

**Coursenville** (Sussex co.), mail Papakating.

**Course's Landing** (Salem co.), mail Sharptown.

**Court House** (Cape May co.), mail Cape May.

**Cox's Hill** (Gloucester co.), mail Jefferson.

**Cox Station** (Ocean co.), a hamlet on the Tucker-ton Railroad.

**Coytesville, or Coyteville** (Bergen co.), a village on the Hudson River, 2 miles e. of Leonia and contiguous to Fort Lee; here is a valuable stone quarry.

**Cramer's Hill** (Camden co.), a post village at Dudley Station of the Camden and Burlington County and Camden and Amboy Railroads; it is often called East Camden. Population, 50.

**Crammertown** (Ocean co.), mail West Creek.

**Cranberry Park** (Burlington co.), mail Cooks-town.

**Cranberry Park** (Camden co.), mail Atsion.

**Cranbury, or Cranberry** (Middlesex co.), a post village of 1000 inhabitants, on the Cranbury Brook, 2 miles n.w. of Cranbury station of the Camden and Amboy Railroad, and  $4\frac{1}{2}$  miles n. of Hightstown; the village has a large local trade, a manufactory of wagons, carriages, etc., and a money-order postoffice. There is a considerable hamlet at Cranbury station, with a separate postoffice and a large store.

**Cranbury Station** (Middlesex co.), population 125.

**Cranes** (Gloucester co.), mail Franklinsville.

**Cranetown** (Essex co.), mail Montclair.

**Cranford**, sometimes erroneously **Crawford** (Union co.), a post village on the Central Railroad of New Jersey, 5 miles w. of Elizabeth and on the Rahway River, which affords power for a worsted mill, and there are other manufactures, numerous stores, churches, etc.; with a population of about 600.

**Crawford** (Union co.), mail Cranford.

**Creamer's Mills** (Cape May co.), mail Tuckahoe.

**Cream Ridge** (Monmouth co.), a hamlet on the Pemberton and Hightstown Railroad, takes its name from the dairies and creameries which abound in its vicinity. Population, 203.

**Creesville** (Gloucester co.), mail Hurffville.

**Cresskill, or Creskill** (Bergen co.), a post village on the Northern Railroad of New Jersey and near the Palisades; has a large woolen mill, a carriage factory, etc., and a population of 349.

**Crismantown** (Warren co.), mail Blairstown.

**Crooked Pond** (Passaic co.), mail Paterson.

**Cross Keys** (Burlington co.), mail Medford.

**Cross Keys** (Gloucester co.), a post village near Williamstown, having a steam lumber mill. Population, 200.

**Cross Ledge Light** (Cumberland co.), mail Newport.

**Cross Roads** (Burlington co.), mail Medford.

**Cross Roads** (Middlesex co.), mail Dayton.

**Crosswicks** (Burlington co.), a post village of 800 inhabitants, on the creek of the same name, 4 miles e. of Bordentown, in one of the best farming regions of the State, the products of its orchards, gardens and dairies being shipped from Crosswicks by way of Bordentown to Philadelphia; it has also a large local trade and considerable manufactures, including carriages, wagons, etc.

**Croton** (Hunterdon co.), a post village near Flemington. Population, 100.

**Crowleytown** (Burlington co.), a hamlet on the Little Egg Harbor River, 2 miles e. of the junction of the Atsion and Batsto Rivers, and the Springer, Mechesatanxin and Mill Creeks, and 6 miles n.e. of Elwood; there are extensive cranberry bogs in the vicinity, good marl is abundant, though not dug to a profitable extent; there is excellent fishing in the river and small streams.

**Crowleyville** (Burlington co.), mail Green Bank.

**Crow's Mills** (Middlesex co.), mail Perth Amboy.

**Crystal Lake** (Bergen co.), a hamlet on the New Jersey Midland Railroad, near Pompton.

**Culver's Gap** (Sussex co.), a delightful village and summer resort in a pass of the Kittatinny Mountains, 2 miles n.w. of Branchville, and  $4\frac{1}{2}$  miles s.e. of Dingman's Ferry, Pa.; at the south of the village is a beautiful little lake called Culver's Lake or Culver's Pond, a popular fishing and gunning neighborhood.

**Culver's Pond** (Sussex co.), mail Branchville.

**Cumberland** (Cumberland co.), mail Manumuskinn.

**Cutalosa** (Morris co.), mail Bloomingdale.

**Cuthbert's Road** (Camden co.), mail Collingwood.

**Cut-off Junction** (Sussex co.), mail Newton.

**Dale's Mills** (Passaic co.) mail Paterson.

**Danville** (Warren co.), a post village on the Pequest River, w. of Hackettstown; here are iron mines. Population, 125.

**Danville Mines** (Warren co.), mail Hope.

**Dartown** (Salem co.), a post village on the Salem branch of the West Jersey Railroad, 5 miles w. of Elmer. Population, 250.

**Davenport** (Ocean co.), mail Whiting.

**Davidson's Mills** (Middlesex co.), mail Dean's.

**Davidstown** (Burlington co.), mail Recklesstown.

**Davis** (Monmouth co.) a hamlet on the Pemberton and Hightstown Railroad, n. of Cream Ridge.

**Davis Mills** (Cumberland co.), mail Bridgeton.

**Davisville** (Camden co.), mail Spring Mills.

**Davisville** (Burlington and Ocean cos.), two hamlets, the one  $4\frac{1}{2}$  miles n.w., and the other 4 miles e.n.e. of New Egypt. Mechanicsville (Camden co.) was formerly called Davisville or Davistown.

**Day's Point** (Hudson co.), mail Weehawken.

**Dayton** (Middlesex co.), a post village on the Freehold and Jamesburg Railroad, 4 miles w.n.w. of Jamesburg; it has a local trade and considerable manufactures, including carriages and wagons, baskets, etc. Population, 300.

**Deacon's Turnout** (Burlington co.), a hamlet on the Burlington and Mount Holly Railroad.

**Dead River** (Morris co.), mail Liberty Corner.

**Deal and Deal Beach** (Monmouth co.), contiguous villages on the coast and on the Central Railroad of New Jersey; both are favorite seaside resorts, with excellent hotels, boarding houses, etc., and good fishing, etc., for guests; Deal has a grist mill. Population, 213.



**Dealtown** (Salem co.), mail Palatine.

**Deans** (Middlesex co.), a hamlet on the Philadelphia and New York through line of the Pennsylvania Railroad, 2 miles n.e. of Monmouth Junction. Population, 80.

**Deckertown** (Sussex co.), a large post village of 1003 inhabitants, on the New Jersey Midland Railroad, and on the Wantage Creek, tributary of the Wallkill, which supplies power for extensive manufactures; it has one of the largest plough and agricultural implement manufactories in the State, besides an extensive foundry, several mills, etc., and a large local and domestic export trade, and sustains a national bank, numerous schools, churches and hotels.

**Decosta** (Atlantic co.), a post hamlet on the Camden and Atlantic and the Philadelphia and Atlantic City Railroads. Population, 45.

**Deerfield** (Cumberland co.), a village where is a postoffice called Deerfield Street, 2½ miles w. of Husted; it is the centre of a fertile district where large quantities of sweet potatoes and garden truck are raised for the Philadelphia markets.

**Deerfield Street** (Cumberland co.), population, 202.

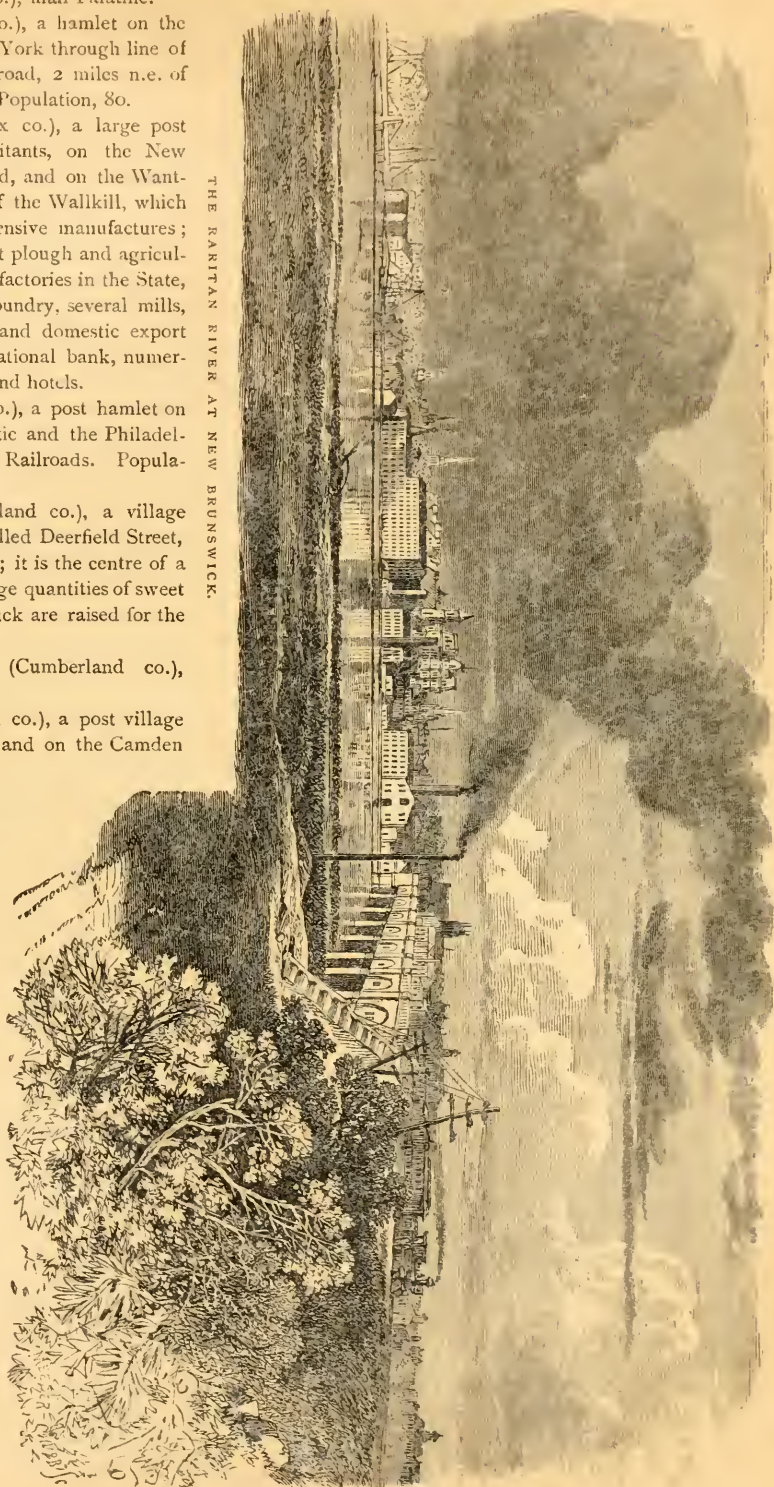
**Delanco** (Burlington co.), a post village on the Delaware River and on the Camden and Amboy Railroad, near Beverly; the up-river steamboats from Philadelphia have a landing here, and it is a shipping point for large quantities of vegetables, fruit, butter, etc., to Philadelphia. Population, 500.

**Delawanna** (Bergen co.), a hamlet on the Denville branch of the Delaware, Lackawanna and Western Railroad, and on the Passaic River, below Passaic.

**Delawanna** (Passaic co.), mail Passaic.

**Delaware, or Delaware Station** (Warren co.), a post village of 600 inhabitants, on the Delaware River, and on the Delaware, Lackawanna and Western Railroad, where it enters the State of New Jersey; here is the junc-

THE RARITAN RIVER AT NEW BRUNSWICK.



tion of the Blairstown Railroad; the postoffice and station name is Delaware Station; the village has a valuable trade and considerable manufactures, consisting chiefly of iron and its products, with delightful surroundings and progressive community.

**Delaware** (Camden co.), mail Camden.

**Delaware** (Hunterdon co.), mail Sergeantsville.

**Delaware River** (Warren co.), mail Calno.

**Delaware Station** (Warren co.), population 401.

**Demarest** (Bergen co.), a hamlet on the Northern Railroad of New Jersey, 1 mile n. of Cresskill. Population, 113.

**Dempsey's** (Warren co.), a hamlet on the Delaware River and on the Belvidere Delaware Railroad above Phillipsburg.

**Denmark** (Morris co.), a mining hamlet of the Rockaway, Mount Hope and Hibernia district.

**Dennisville** (Cape May co.), a post village on the north side of Dennis Creek, with another post village on the south side, distinctly designated South Dennis; cranberries are extensively cultivated, and boat and schooner building is largely carried on here; the Dennisville postoffice is  $2\frac{1}{2}$  miles w. of South Seaville (Seaville station). Population, 1002.

**Dentdale** (Camden co.), mail Mount Ephraim.

**Dentzville** (Mercer co.), mail Trenton.

**Denville** (Morris co.), a post village at the junction of the Jersey City and Denville branch with the Morris and Essex division of the Delaware, Lackawanna and Western Railroad; the great system of this railroad also connects here with several local lines to Mount Hope, Hibernia, Port Oram and Stanhope, at Port Oram with lines of the Central Railroad of New Jersey to Chester and High Bridge, and at Stanhope with the Sussex Railroad; so that Denville is a centre of rail travel from New York to all points west of Paterson, north of Morristown and south of the New Jersey Midland Railroad; it is also on the Rockaway River, but has no manufactures, its position as a railway centre having made it a trade centre and shipping point. Denville Junction, though part of the village, forms a somewhat separate hamlet,  $\frac{1}{2}$  mile from the village station; it is the drilling ground of the railroads. Population, 275.

**Denville Junction** (Morris co.), mail Denville.

**Depue's Island** (Warren co.), mail Calno.

**Dias Creek** (Cape May co.), a post hamlet  $2\frac{1}{2}$  mile w. of Cape May Court House.

**Diamondtown** (Union co.), mail Rahway.

**Dickerson's Mines** (Morris co.), mail Mine Hill.

**Dilkesborough** (Gloucester co.), a hamlet near Fitman Grove. Population, 138.

**Dillep Mill** (Hunterdon co.), mail Hamden.

**Ditts' Corners** (Hunterdon co.), a hamlet on the Flemington branch of the Belvidere Delaware R. R.

**Dividing Creek** (Cumberland co.), a post village on the creek of the same name, and  $2\frac{1}{2}$  miles s. of Dividing Creek station of the Bridgeton and Port Norris Railroad. Population, 204.

**Dividing Creek Station** (Cumberland co.), mail Dividing Creek.

**Doddtown** (Essex co.), mail Orange.

**Dodge Mine** (Sussex co.), a mining hamlet where there is a fine Franklinite mine, s. of Ogdensburg; it is on a local road called the Ogden Mines Railroad.

**Dolphin Mills** (Passaic co.), mail Paterson.

**Dorchester** (Cumberland co.), a village of 400 inhabitants, on the Maurice River, 1 mile below Mauricetown; it has a good oyster trade, and the building of vessels for the coasting trade is largely carried on here.

**Double Trouble** (Ocean co.), a hamlet on the Cedar Creek, and  $2\frac{1}{2}$  miles w. of Bayville station.

**Doughty's** (Atlantic co.), mail May's Landing.

**Dover** (Morris co.), a large flourishing post borough on the Morris and Essex Railroad, in the midst of a network of branch and local lines, and on the Rockaway River, which is largely utilized in supplying power for manufactures, though steam is also employed; the borough has a population of 3100, a large and valuable trade, and extensive manufactures of railroad cars, machinery, lumber, etc., including one of the largest rolling mills in the State; its business sustains two banks and two prosperous newspapers.

**Dover Forge** (Ocean co.), a hamlet on Cedar Creek,  $2\frac{1}{2}$  miles n.e. of Bamber and  $3\frac{1}{2}$  miles s.w. of Toms River; the forge that gave it name is of the past, but it has considerable interest in fishing and cranberry culture.

**Dover Plains** (Morris co.), Succasunna.

**Downstown** (Atlantic co.), mail Landisville.

**Downstown** (Gloucester co.), mail Newfield.

**Downstown** (Atlantic co.), mail Landisville.

**Doylestown** (Warren co.), mail New Village.

**Drakestown** (Morris co.), a post village on the Musconetcong River, opposite Hackettstown; it has a carriage and wagon factory, an interest in the Schooley's Mountain mines, and a good local trade. Population, 125.

**Drakesville** (Morris co.), a post village 1 mile w. of Kenvil and  $1\frac{1}{2}$  mile s.w. of Drakesville station of the Morris and Essex Railroad, at the junction of a branch connecting with the High Bridge, Chester and Port Oram branches of the Central Railroad of New Jersey at Kenvil; the village has a good trade and important manufactures, including a powder-mill, an iron-furnace, etc. Population, 225.

**Drakesville Station** (Morris co.), mail Drakesville.

**Dryburn** (Essex co.), mail Newark.

**Dublin** (Cape May co.), mail South Dennis.

**Dudley** (Camden co.), the station name of Cramer's.

**Duel's Corners** (Salem co.), a hamlet near Woodstown.

**Duffing Spa** (Passaic co.), mail Paterson.

**Dugway Mountain** (Union co.), mail Plainfield.

**Duke House** (Hudson co.), mail Hoboken.

**Duncan House** (Morris co.), mail Morristown.

**Duncantown** (Bergen co.), mail River Vale.



**Dundee** (Passaic co.), mail Paterson.

**Dundee Dam** (Passaic co.), mail Lodi.

**Dundee Lake** (Bergen co.), a post hamlet on the Passaic River and on the New Jersey Midland Railroad, is a suburb of Paterson; the lake is artificial, being formed by damming the river. Population, 203.

**Dunellen** (Middlesex co.), a post village, of 600 inhabitants, on the Central Railroad of New Jersey, and 1 mile n. of the Lehigh Valley Railroad (New Market); it has a good trade.

**Dunham's Corners** (Middlesex co.), mail Milltown.

**Durham, or Durham Station** (Hunterdon co.), the station name of Mount Joy.

**Durham's Corners** (Middlesex co.), a hamlet.

**Dutch Mills** (Atlantic co.), mail Cedar Lake.

**Dutch Neck** (Cumberland co.), mail Bridgeton.

**Dutch Neck** (Mercer co.), a post village  $2\frac{1}{2}$  miles s. of Princeton Junction. Population, 100.

**Dutysville** (Mercer co.), mail Trenton.

**Dyer's Creek** (Cape May co.), mail Dias Creek.

**Eagle Rock** (Essex co.), mail Orange.

**Eagleswood** (Middlesex co.), mail Perth Amboy.

**Eagleswood Park** (Middlesex co.), mail Perth Amboy.

**Earlin Place** (Burlington co.), mail Woodmansie.

**Earystown** (Burlington co.), mail Lumberton.

**East Amwell** (Hunterdon co.), mail Flemington.

**East Bloomingdale** (Morris co.), mail Bloomingdale.

**East Bridgeton** (Cumberland co.), mail Bridgeton.

**East Camden** (Camden co.). See Cramer's Hill.

**East Colt's Neck** (Monmouth co.), mail Colt's Neck.

**East Creek** (Cape May co.), a post village on the creek of the same name, 4 miles s.w. of Woodbine. Population, 151.

**East Freehold** (Monmouth co.), mail Marlborough.

**East Fruitland** (Burlington co.), mail Atsion.

**East Hackensack** (Bergen co.), mail Englewood.

**East Hammonton** (Atlantic co.), mail Decosta.

**East Lake** (Cumberland co.), mail Bridgeton.

**East Long Branch** (Monmouth co.), a post hamlet on the New Jersey Southern Railroad, adjacent to Long Branch, with several hotels.

**East Madison** (Morris co.). See Madison.

**East Mendon** (Union co.), mail Berkley Heights.

**East Millstone** (Somerset co.). See Millstone.

**East Newark** (Hudson co.). See Harrison.

**East Orange** (Essex co.), a large post village on the Morris and Essex Railroad, adjacent to the city of Orange, with a population of 8000, many of whom are business men of New York; it has many fine villas and mansions, many stores and a large local trade.

**East Point** (Cumberland co.), mail Ewing's Neck.

**East Rahway** (Union co.), a village 1 mile e. of Rahway, on the Central Railroad of New Jersey.

**East Ridge** (Essex co.), mail Newark.

**East Summit** (Union co.), a hamlet on the Morris and Essex Railroad, 1 mile e. of Summit.

**East Windsor** (Mercer co.), mail Hightstown.

**East Woodbridge** (Middlesex co.), a hamlet on the Central Railroad of New Jersey, 4 miles n. of Perth Amboy, and 3 miles n.e. of Woodbridge.

**Eatonton** (Monmouth co.), a post village, of 2637 inhabitants, on the New Jersey Southern Railroad, within  $\frac{1}{2}$  mile of Eatonton Junction, where the Port Monmouth and Long Branch branches diverge. Eatonton has manufactures of hats, leather, etc., a large local trade and an extensive trade in oysters, clams, etc. The Monmouth Park race-course is situated here.

**Eatontown Junction** (Monmouth co.), mail Eatontown.

**Eayrestown** (Burlington co.), a village on the south branch of the Rawocas Creek, near Lumberton; it has a grist and a lumber mill.

**Ebenezer** (Warren co.), mail Hope.

**Echo Lake** (Passaic co.), a post hamlet n. of Charlottetown, on the bank of a lake of the same name.

**Edgartown** (Passaic co.), mail Paterson.

**Edge Cliff** (Bergen co.), mail Fort Lee.

**Edge Cove** (Burlington co.), a village at the south terminus of the Tuckerton, 2 miles s. of Tuckerton, and on a small cove or inlet at the n. of Little Egg Harbor. Here is a valuable fishery, and oysters and clams are abundant. Steamboats run from Edge Cove to Long Beach and Beach Haven.

**Edge Mount** (Hudson co.), mail Hoboken.

**Edgers Station** (Middlesex co.), mail Woodbridge.

**Edgewater** (Bergen co.), population 300.

**Edgewater** (Burlington co.), a village on the Camden and Amboy Railroad, 1 mile e. of Beverly. Population, 263.

**Edinburg** (Mercer and Monmouth cos.), a post village 2 miles n.w. of Windsor, and a hamlet 3 miles n.e. of Barrentown. Population, 100.

**Edonia** (Somerset co.), a hamlet  $2\frac{1}{2}$  miles n.w. of Dunellen.

**Egg Harbor City** (Atlantic co.), a post village of 1232 inhabitants, on the Camden and Atlantic Railroad, at the junction of the May's Landing branch; it is in a region of extensive vineyards, and has numerous wine manufactories, considerable manufactures of boots and shoes, clothing, cigars, etc., and a large local trade.

**Egvert's Mills** (Warren co.), mail Port Murry.

**Elberon** (Monmouth co.)—made famous by the death of President Garfield—is a hamlet on the coast and on the Central Railroad of New Jersey, midway between Deal and Long Branch.

**Eldridge's Hill** (Salem co.), a hamlet near Woodstown. Population, 102.

**Elizabeth** (Union co.), an important manufacturing city, the capital of the county, at the meeting of the



OUR REPORTER.

Newark Bay, Long Island Sound and Kill-von-Kull. The Philadelphia and New York through line division of the Pennsylvania Railroad's leased lines, and the Long Branch branch of the Central Railroad of New Jersey, traverse the city in a southwest to northeast direction, and the main line of the Central (also used by the Reading Railroad as part of their through line between Philadelphia and New York) crosses the city from west to east. The southeast part of the city is still colloquially distinguished by the name of a former village, Elizabethport; and a station of the Central Railroad, near the south corner, is designated Elizabeth Avenue, where was formerly a separate hamlet called Elizabeth Road. The city has a considerable commerce, but the chief source of its prosperity is its large manufacturing enterprises, which include an immense factory of the Singer sewing machines—employing 2000 hands—several iron foundries, oil-cloth manufactories, potteries, besides extensive manufactures of mill machinery, hardware, edge-tools, stoves, harness, cordage, hats, combs, boots and shoes, etc. At Elizabethport are immense yards and wharves for the shipment of anthracite coal. Elizabeth has a population, by the census of 1880, of 28,241.

**Elizabeth Avenue** (Union co.), mail Elizabeth.

**Elizabethport** (Union co.), mail Elizabeth.

**Eliendor** (Union co.), a hamlet on the New Jersey West Line branch of the Morris and Essex Railroad.

**Ellisburg** (Camden co.), a post hamlet 2 miles e. of Rowantown. Population, 57.

**Ellisdale** (Monmouth and Burlington cos.), a post village chiefly in Monmouth County, where is the post-office, but extending across the line into Burlington County, 3 miles w. of Fillmore and Cream Ridge. Population, 85.

**Elsinborough** (Salem co.), mail Salem.

**Ellis Island** (Hudson co.), mail Jersey City.

**Elmer** (Salem co.), a post village formerly called Pittstown, on the Bridgeton branch, at the junction of the Salem branch of the West Jersey Railroad; it is in a prolific fruit-growing district, and has a large canning establishment, a good local trade, a considerable fruit-shipping trade, and a population of nearly 1000, inclusive of Upper and Lower Pittstown.

**El Mora** (Union co.), mail Elizabeth.

**Elmwood** (Essex co.), mail Irvington.

**Elwood** (Atlantic co.), a post village on the Camden and Atlantic Railroad, in a fruit-growing district, with a good local trade and considerable manufactures of paper, shoes and wine. Population, 500.

**Elysian Fields** (Hudson co.), mail Hoboken.

**Embury** (Monmouth co.), mail Red Bank.

**Eumelville** (Atlantic co.), a hamlet 1 mile n.e. of Weymouth Station.

**Engleside** (Burlington co.), mail Lumberton.

**Englewood** (Bergen co.), a post village on the Northern Railroad of New Jersey, with a population of 2100; there are several hotels in the village.

**Englewood** (Middlesex co.), mail Perth Amboy.

**English Corners** (Sussex co.), mail Wykertown.

**English Creek** (Atlantic co.), a village on a creek of the same name near its mouth in the Great Egg Harbor River; it has a fishery and a cranberry trade. Population, 250.

**English Neighborhood** (Bergen co.), mail Fairview.

**Englishtown** (Monmouth co.), a post village on the Freehold and Jamesburg Railroad, half way between Freehold and Jamesburg; it has a carriage and wagon factory. Population, 600.

**Erie Junction** (Bergen co.), a hamlet at the junction of the Erie and New Jersey and New York Railroads.

**Erskine** (Passaic co.), a village on the Ringwood branch of the Montclair and Greenwood Lake Railroad, near Ringwood.

**Essex** (Essex co.), a hamlet on the Paterson and Newark branch of the Erie Railroad, 1 mile n. of Belleville.

**Essex Print Works** (Essex co.), mail Franklin.

**Estelville** (Atlantic co.), a hamlet on a tributary of the Great Egg Harbor River, which affords power for a lumber and a grist mill. Population, 149.

**Etna** (Bergen co.), population 125.

**Etna Mills** (Burlington co.), mail Medford.

**Evens Mills** (Camden co.), mail Haddonfield.

**Evergreen** (Morris co.), mail Morristown.

**Everittstown** (Hunterdon co.), a post village  $3\frac{1}{2}$  miles n. of Frenchtown, on a small stream which supplies power for a mill. Population, 100.

**Eversham** (Burlington co.), mail Marlton.

**Evesborough** (Burlington co.), a hamlet 2 miles n. of Marlton. Population, 80.

**Evona, or Evonia** (Middlesex co.), a village adjoining Dunellen. Population, 107.

**Evona** (Somerset co.), mail Warrenville.

**Ewan's Mills** (Gloucester co.), a post village 5 miles w. of Glassborough, having a basket factory. Population, 200.

**Ewansville** (Burlington co.), a hamlet on the Camden and Burlington County Railroad, at the junction of a branch to Vincentown.

**Ewens** (Mercer co.), mail Ewingsville.

**Ewensville** (Burlington co.), mail Mount Holly.

**Ewing's Neck** (Cumberland co.), a post village on the West Creek, near its mouth in the Delaware Bay; it has oyster fisheries. Population, 246.

**Ewing Station** (Mercer co.), mail Ewingsville.

**Ewingville** (Mercer co.), a post village 1 mile n.e. of Ewing or Ewingville station of the Delaware and Bound Brook Railroad, which is  $2\frac{1}{2}$  miles n. of Trenton Junction. Population, 120.

**Extonville** (Burlington co.), mail Ellisdale.

**Fairfield** (Cumberland co.), mail Fairton.

**Fairfield** (Essex and Monmouth cos.), a post village and a hamlet; the one on the Passaic River, opposite Singac, and the other on the Freehold and Jamesburg Railroad, 4 miles s.e. of Freehold.



**Fairfield** (Passaic co.), mail Little Falls.

**Fair Haven** (Essex co.), mail Belleville.

**Fair Haven** (Monmouth co.), a post village and summer resort on the Navesink River, below Red Bank. Population, 413.

**Fairmont**, or **Fairmount** (Hunterdon and Warren cos.), a post village  $3\frac{1}{2}$  miles e.s.e. of Califon, and a hamlet near Washington; the former is on a small stream that supplies power for a lumber and a grist mill and drains a tannery. Population, about 100.

**Fair Mount** (Bergen co.), mail Hackensack.

**Fair Mount** (Essex co.), mail Orange.

**Fair Mount** (Morris co.), mail German Valley.

**Fairton** (Cumberland co.), a post village on the Bridgeton and Port Norris Railroad, 4 miles s. of Bridgeton, and on a branch of the Cohansey Creek, which affords power for a mill. Population, 400.

**Fairview** (Bergen, Burlington and Gloucester cos.), a post village on the Northern Railroad of New Jersey, n. of Granton; (2), a hamlet s.w. of Bridgeborough and s.e. of Progress; (3), a hamlet near Medford; and (4), a hamlet near Barnborough. Population, 250.

**Fairview** (Burlington co.), mail Medford.

**Fairview** (Gloucester co.), mail Unionville.

**Fairview** (Morris co.), mail Stanhope.

**Fanwood** (Union co.), a village on the Central Railroad of New Jersey, and on the Greenbrook, n.e. of Plainfield; it has a large local trade, a manufactory of paper boards, and a postoffice called Scotch Plains.

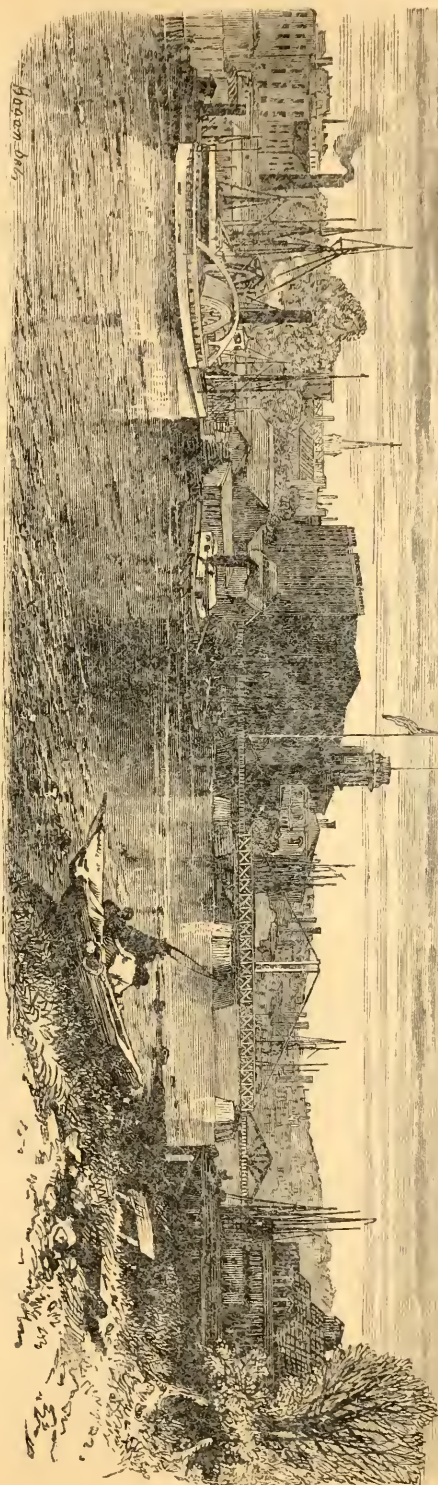
**Farago Forge** (Ocean co.), mail Whiting.

**Farmersville** (Essex co.), mail Caldwell.

**Farmersville** (Hunterdon co.), a hamlet near Califon. Population, 17.

**Farmingdale** (Monmouth co.), a post village, of nearly 1000 inhabitants, at the intersection of the

CITY OF NEWARK, ON THE PASSAIC RIVER.



New Jersey Southern and Freehold and Jamesburg Railroads; it has an iron foundry and a large local and rail traffic.

**Farrstown** (Burlington co.), a hamlet near Vincentown. Population, 21.

**Fashion Stud Farm** (Mercer co.), mail Trenton.

**Febletown** (Warren co.), a hamlet 6 miles n.e. of Delaware.

**Federal City** (Mercer co.), mail Pennington.

**Fellowship** (Burlington co.), a post village 3 miles s. of Moorestown. Population, 300.

**Felters'** (Union co.), mail Rahway.

**Feltersville** (Camden co.), mail Camden.

**Feltville** (Union co.), a hamlet near Murray Hill.

**Ferment** (Monmouth co.), post village.

**Fern Mount** (Morris co.), mail Succasunna.

**Ferrago** (Ocean co.), a hamlet on the New Jersey Southern Railroad, near Whiting.

**Ferrig's** (Ocean co.), mail Whiting.

**Ferromonte** (Morris co.), a mining hamlet, with a valuable mine 800 feet in depth, near Succasunna.

**Ferry Farm** (Bergen co.), mail Little Ferry.

**Fieldsborough** (Burlington co.), a post borough, formerly and still colloquially called White Hill, on the Delaware River and on the Camden and Amboy Railroad; it has a machine shop and an iron-forge.

**Fieldville** (Middlesex co.), a hamlet on the Raritan River near South Bound Brook.

**Fillmore** (Monmouth co.), a hamlet on the Pemberton and Hightstown Railroad, adjoining Cream Ridge. Population, 34.

**Finderne** (Somerset co.), a post village on the Central Railroad of New Jersey, 2 miles e. of Somerville, and on the Raritan River.

**Finesville** (Warren co.), a village one mile from Riegelsville, with a manufactory of moulding-knives, etc. Population, 37.

**Finley Station** (Cumberland co.), a post hamlet on the Bridgeton branch of the West Jersey Railroad, 4 miles n. of Bridgeton. Population, 90.

**Finn's Point** (Salem co.), mail Salem.

**Fish House** (Camden co.), a hamlet on the Delaware River and on the Camden and Amboy Railroad, 4 miles n.e. of Camden.

**Fishing Creek** (Cape May co.), a post hamlet on a creek of the same name, near the Delaware Bay, and 2 miles w. of Rio Grande; it has cranberry bogs. Population, 100.

**Five Corners** (Hudson co.), mail Jersey City.

**Five Mile Beach** (Cape May co.), mail Townsend Inlet.

**Five Points** (Gloucester co.), a post village near Pitman Grove. Population, 150.

**Flagtown**, or **Flaggtown** (Somerset co.), the former name of Frankfort.

**Flanders** (Morris co.), a post village on the High Bridge branch of the Central Railroad of New Jersey, 4 miles s.w. of Kenil; it is in the Schooley's Mountain and Mount Olive mining district, and has a large

local trade, considerable manufactures, including three lumber and three grist mills, a smelting furnace, etc., and a large interest in mining; it has also a fine chalybeate spring. Population, 402.

**Flatbrookville** (Sussex co.), a post village on the Delaware River at the mouth of the Wallpack. Population, 175.

**Flaxmill** (Hunterdon co.), a hamlet on the Lehigh Valley Railroad, 1 mile n.w. of Flemington Junction.

**Flemington** (Hunterdon co.), a post village, capital of the county, the northern terminus of the Flemington branch of the Belvidere Delaware Railroad, and the western and southern terminus of the South branch of the Central Railroad of New Jersey; it has a steam flour mill, a pottery, two national banks and two hotels. Adjoining Lambertville on the n., is a station called Flemington Junction, and at the point, 2½ miles n.e. of Flemington, where the south branch of the Central intersects the Lehigh Valley Railroad, is a hamlet called by the same name. Population, 1851.

**Flemington Junction** (Hunterdon co.), mail Lambertville.

**Flemington Junction** (Hunterdon co.), mail Flemington.

**Flickerville** (Cumberland co.), mail Bridgeton.

**Flocktown** (Morris co.), mail Schooley's Mountain.

**Floral Place** (Morris co.), mail Dover.

**Floraville** (Bergen co.), a hamlet ¼ mile e. of Walton. Population, 10.

**Florence** (Burlington co.), a post village on the Delaware River, ½ mile from Florence Station of the Camden and Amboy Railroad, and 2 miles w. of Kinkora; here is a landing where the upriver steamboats stop in going from and to Philadelphia; Florence has a large iron foundry and pipe works. Population, 1200.

**Florence** (Camden co.), mail Tausborough.

**Florence Station** (Burlington co.), mail Florence.

**Florida Grove** (Middlesex co.), mail Perth Amboy.

**Flyat** (Burlington co.), a hamlet n. of Atsion.

**Foot Lane** (Somerset co.), mail Pottersville.

**Ford Mine** (Morris co.), mail Woodport.

**Ford's** (Middlesex co.), mail Woodbridge.

**Ford's Corners**, or **Ford's** (Middlesex co.), on the Lehigh Valley Railroad, near Perth Amboy.

**Fordsville** (Cumberland co.), mail Bridgeton.

**Forest Grove** (Gloucester co.), a post hamlet on the West Jersey and Atlantic City Railroad, 3 miles s.e. of Newfield, and 3½ miles w. of Landisville. Population, 75.

**Forest Grove** (Morris co.), mail Schooley's Mountain.

**Forest House** (Morris co.), mail Budd's Lake.

**Forge** (Warren co.), mail Riegelsville.

**Forge Pond** (Ocean co.), mail Meredeconk.

**Forked Bridge** (Salem co.), a hamlet 3 miles w. of Newfield.

**Forked River** (Ocean co.), a post village on the Toms River branch of the New Jersey Southern Rail-



road, 6 miles n. of Barnegat Junction ; it is on a small river of the same name, near Barnegat Bay, and has considerable interest in oysters, clams, etc., an excellent hotel and a good local trade. Population, 200.

**Fork Landing** (Burlington co.), mail Palmyra.

**Forrest** (Morris co.), mail Madison.

**Forrest Hill** (Morris co.), mail Chester.

**Fort Delaware** (Salem co.), mail Salem.

**Fort Lee** (Bergen co.), a post village on the Hudson River, at the lower end of the Palisades, and  $1\frac{1}{2}$  miles e. of Leonia ; it has an extensive manufactory of photographers' materials and a piano factory. Population, 403.

**Fort Washington** (Bergen co.), a hamlet on the Hackensack River, near Ridgefield Park.

**Fortescue Beach** (Cumberland co.), a hamlet on the Delaware Bay, 2 miles s. w. of Newport, having steamboat landing where an excursion steamboat from Philadelphia lands daily during the summer months.

**Festertown** (Burlington co.), near Lambertton.

**Fostertown** (Cape May co.), mail South Dennis.

**Foundryville** (Burlington co.), mail Lambertton.

**Fountain Green** (Burlington co.), a hamlet near Lewistown.

**Fountain Green Farm** (Burlington co.), mail Wrightstown.

**Four Bridges** (Morris co.), mail Naughtrightville.

**Four Mile** (Burlington co.), mail Woodmansie.

**Fox Chase** (Burlington co.), mail Vincentown.

**Fox Hill** (Hudson co.), mail Hoboken.

**Fox Hill** (Morris co.), mail Mendham.

**Francis Mill** (Ocean co.), a hamlet near the head of the Toms River, which supplies power for a large saw mill. Population, 21.

**Francisville** (Camden co.), mail Gloucester City.

**Frankford** (Sussex co.), mail Branchville.

**Frankfort**, formerly **Flagtown**, or **Flaggtown** (Somerset co.), a post village on the south branch of the Central Railroad of New Jersey, 5 miles s. w. of Somerville, and on the Lehigh Valley Railroad,  $3\frac{1}{2}$  miles w. s. w. of Roysfield ; it has an extensive manufactory of drain pipes, tiles, etc. Population, 100.

**Frankfort** (Bergen co.), mail Schraalenberg.

**Frankfort Plains** (Sussex co.), mail Augusta.

**Franklin** (Bergen co.), mail Wortendyke.

**Franklin** (Essex, Mercer and Sussex cos.). There are five townships of this name, one each in Bergen, Gloucester, Hunterdon, Somerset and Warren Counties, and there are three villages and a hamlet of the same name : (1), a post village of 600 inhabitants in Bellville Township, Essex County, on the Passaic River and on the Paterson and Newark branch of the Erie Railroad, about midway between the cities named, with a large woollen mill, and other manufactures ; (2), a village of 200 inhabitants in Caldwell Township, Essex County, 2 miles n. w. of Caldwell, with a tobacco factory ; (3), a hamlet, also called Franklin Corner, in Mercer County, 3 miles n. of Lawrence

station and 4 miles e. of Ewing station ; (4), a village of 500 inhabitants, in Sussex County, on the New Jersey Midland Railroad,  $\frac{1}{2}$  mile from the intersection of the Sussex Railroad, and on the Wallkill ; this village has a postoffice designated Franklin Furnace, from a large blast furnace located here, and it is the centre of a district abounding in rich mines of franklinite, and containing also valuable mines of zinc and iron, separately—one of the most valuable Franklinite mines in the country is within the village ; it has also a profitable local trade, while its rail and water facilities give it a valuable export trade in ores.

**Franklin** (Essex co.), mail Caldwell.

**Franklin** (Hunterdon co.), mail Clinton.

**Franklin** (Morris co.), mail Dover.

**Franklin** (Somerset co.), mail Backing Ridge.

**Franklin** (Warren co.), mail Asbury.

**Franklin Corner** (Mercer co.). See FRANKLIN.

**Franklin Furnace** (Sussex co.), the postoffice name of Franklin (4) above. Population, 400.

**Franklin Park** (Middlesex co.), a post hamlet 2 miles s. e. of New Brunswick, having a wagon factory. Population, 113.

**Franklin Place** (Morris co.), mail Chatham.

**Franklinville** (Gloucester co.), a post village on the West Jersey Railroad (both the Cape May and Atlantic City routes), 6 miles s. s. e. of Glassborough ; its chief industry is the packing and shipping of fruit, which is extensively cultivated in the vicinity. Population, 251.

**Freasburg, Friesburg, or Freastown** (Salem co.), a hamlet 6 miles s. of Yorketown ; as early as 1748 large glass-works were in operation here, the first in the State, but were abandoned during the revolution and have never been resumed.

**Fredon** (Sussex co.), a post hamlet near Newton. Population, 63.

**Fredstown** (Salem co.), mail Cohansey.

**Freehold**, formerly **Monmouth Court House** (Monmouth co.), a post village, capital of the county, on the Freehold and Jamesburg Railroad, which connects it directly with the New Jersey Southern, Central Railroad of New Jersey, Camden and Amboy, and the Philadelphia and New York (through line) division of the roads leased by the Pennsylvania, with the Raritan Canal and with the sea-coast at Manasquan and Sea Girt, and a railroad runs from Freehold northward to Keyport ; Freehold has a large local trade, an iron foundry, two national banks, and a population of 4302.

**Freehold Junction** (Monmouth co.), mail Keyport.

**Freemanstown** (Essex co.), mail Orange.

**Free's Mills** (Gloucester co.), mail Clayton.

**Frelinghynsen** (Warren co.), mail Paulina.

**Frenchtown** (Hunterdon co.), a post borough on the Delaware River and on the Belvidere Delaware Railroad ; it has a population of 1029, a large local trade, a good shipping trade in fruit, vegetables and dairy products, extensive manufactures, including an

iron foundry, several spoke factories, a grist mill, etc., and a national bank.

**Fresh Pond** (Middlesex co.), mail Milltown.

**Friendship** (Burlington co.), mail Red Lion.

**Friendship** (Cumberland co.), mail Findley Station.

**Friedondale** (Passaic co.), mail Pompton.

**Friesburgh** (Cumberland co.), mail Cohansey.

**Frogtown** (Burlington co.), mail Mount Holly.

**Fruitland** (Burlington co.), a hamlet on the Atsion River above Atsion.

**Galestown** (Burlington co.), mail Tuckertown.

**Galloway** (Atlantic co.), mail Egg Harbor City.

**Gardnerville** (Hunterdon co.), mail Glen Gardner.

**Garrett Rock** (Passaic co.), mail Paterson.

**Gatesville** (Somerset co.), mail Bound Brook.

**Georgetown** (Burlington co.), a hamlet near Columbus. Population, 100.

**George's Road** (Middlesex co.), mail New Brunswick.

**Germania** (Atlantic co.), mail Egg Harbor City.

**Germantown** (Atlantic co.), a hamlet  $2\frac{1}{2}$  miles e.n.e. of Cedar Lake and  $2\frac{1}{2}$  miles s.w. of Decosta.

**German Valley** (Morris co.), a post village on the south branch of the Raritan River and on the High Bridge branch of the Central Railroad of New Jersey, 2 miles s.w. of Naughtrightville. Population, 500.

**Gettsville** (Burlington co.), mail Woodmansie.

**Gibbsborough** (Camden co.), a village on Cooper's Creek, and 1 mile n.e. of Kirkwood, having a large manufactory of white lead and paints. Population, 113.

**Gibbstown** (Gloucester co.), a hamlet on the Delaware Shore Railroad, 3 miles w. of Paulsborough.

**Gibbeson's Mills** (Ocean co.), mail Whiting.

**Gillette** (Morris co.), a post hamlet on the New Jersey West Line Railroad, and on the Passaic River opposite Berkeley Heights. Population, 102.

**Gin Point** (Sussex co.), mail Newton.

**Glassborough** (Gloucester co.), a post village on the West Jersey Railroad (both the Cape May and Atlantic City routes), at the junction of the Bridgeton branch and of the Williamstown Railroad; it has six glass-works employing about 600 hands, and has 2088 inhabitants, and greatly increasing in importance as a manufacturing town with interesting surroundings.

**Glendale** (Camden co.), a hamlet near Ashland.

**Glen Echo** (Bergen co.), mail Edgewater.

**Glen Echo** (Somerset co.), mail Bound Brook.

**Glen Gardner** (Hunterdon co.), a post village on the Central Railroad of New Jersey, 1 mile s.e. of Junction, and 3 miles n.n.w. of High Bridge; it has a large manufactory of picture-frames, etc., and a good local trade. Population, 475.

**Glen Morton** (Passaic co.), mail Paterson.

**Glen Rock** (Bergen co.), mail Ridgewood.

**Glenwood** (Camden and Sussex cos.), a hamlet on the Camden and Atlantic Railroad, also called Rowantown, and a post village  $3\frac{1}{4}$  miles e. of Quarryville, and 3 miles s.w. of Pine Island, New York;

it is in a fine agricultural district; there are especially many superior dairies in the vicinity, and the village has an extensive creamery and cheese factory and a lumber mill. Population, 250.

**Glenwood Institute** (Monmouth co.), mail Matawan.

**Globe Mills** (Hunterdon co.), mail Little York.

**Gloucester City**, or **Gloucester** (Camden co.), a city on the Delaware River, and on the West Jersey (both the Cape May and Atlantic City routes), and the Camden, Gloucester and Mount Ephraim Railroads, 3 miles s. of Camden; it has, by the census of 1880, a population of 5350 (it was 3682 in 1870), and extensive manufactures, including an iron-works, a terra-cotta manufactory, a large cotton mill where about 800 hands are employed, and gingham, calicoes, etc., are woven. The city sustains a savings bank. There is a steam ferry to Philadelphia, making half-hourly trips. It is becoming noted as a fishing point, a large number of inhabitants are engaged in this branch of industry; the Delaware River and the Bay being the fishing grounds.

**Gloucester Lake** (Atlantic co.), mail Egg Harbor.

**Gloucester Landing** (Atlantic co.), mail Egg Harbor City.

**Godfrey's Bridge** (Burlington co.), mail Wading.

**Goffle** (Passaic co.), a hamlet near Van Winkle's.

**Golden's Mills** (Mercer co.), mail Princeton.

**Good Intent** (Gloucester co.), a hamlet on the Big Timber Creek, and 3 miles e. of Wenonah.

**Good Luck** (Ocean co.), near Cedar Creek.

**Goodwinville** (Bergen co.), a village near Westwood. Population, 36.

**Goosetown** (Union co.), mail Rahway.

**Goshen** (Cape May co.), a post village near Delaware Bay and 2 miles w. of Swain; it has a good local trade and a large interest in oyster and crab fishing. Population, 300.

**Goshen** (Ocean co.), mail Cassville.

**Gouldtown** (Cumberland co.), a post village 3 miles s.e. of Bridgeton. Population, 75.

**Government Farm** (Gloucester co.).

**Governor's Hill** (Burlington co.) mail Shamong.

**Governor's Hole** (Burlington co.), mail Shamong.

**Grand View House** (Morris co.), mail Morristown.

**Granton** (Hudson co.), a hamlet on the Northern Railroad of New Jersey, 1 mile n. of New Durham.

**Granville** (Monmouth co.), a hamlet on the Sandy Hook Bay, 2 miles w.n.w. of Port Monmouth; its residents live by fishing. There is a lighthouse at the point. Population, 35.

**Granville** (Sussex co.), mail Lincoln.

**Grassy Hill** (Essex co.), mail Livingston.

**Gratitude** (Sussex co.), mail Newton.

**Gravel Hill** (Sussex co.), mail Bevans.

**Gravel Hill** (Union co.), mail Rahway.

**Gravel Hill** (Warren co.), mail Blairstown.

**Gravelly Landing** (Atlantic co.), a former name of Port Republic.



**Gravelly Run** (Atlantic co.), a hamlet on a small stream of the same name near the mouth of the Great Egg Harbor River, and May's Landing.

**Gravelly Run** (Cape May co.), mail Cape May.

**Gray's Mills** (Mercer co.), mail Princeton.

**Great Egg Harbor** (Atlantic co.).

**Great Notch** (Essex co.), mail Bloomfield.

**Greater Cross Roads** (Somerset co.), a hamlet near Bedminster.

**Green** (Sussex co.), mail Waterloo.

**Green Bank** (Burlington co.), a post village on the Little Egg Harbor River, 7 miles n.e. of Egg Harbor City; fishing and cranberry raising are the main industries, which are carried on a large scale for the New York and Philadelphia markets. Population, 55.

**Green Brook** (Essex co.), mail Singac.

**Green Brook** (Middlesex co.), mail Dunellen.

**Green Bush** (Burlington co.), mail New Gretna.

**Green Creek** (Cape May co.), a post village on a small stream of the same name, 2 miles n.w. of Rio Grande; oysters, crabs, etc., are abundant in the bay and creek. Population, 213. A popular retreat for sportsmen who are fond of gunning and fishing.

**Green Farm** (Passaic co.), mail Pompton.

**Green Field** (Cape May co.), mail Petersburg.

**Green Grove** (Monmouth co.), mail Eatontown.

**Green Lake** (Morris co.), mail Newfoundland.

**Green Lake** (Passaic co.), mail West Milford.

**Greenland** (Camden co.), a hamlet on the Cooper's Creek, opposite Ashland.

**Green Mills** (Warren co.), mail Phillipsburgh.

**Green Pond** (Morris co.), mail Hibernia.

**Green Ridge** (Essex co.), mail Newark.

**Green Spot** (Sussex co.), mail Franklin Furnace.

**Green Tree** (Burlington co.), mail Fellowship.

**Greentree** (Gloucester co.), a hamlet 3 miles n.e. of Pitman Grove. Population, 18.

**Green Village** (Morris co.), a post hamlet on a tributary of the Passaic River, which affords power for a mill; it is 3 miles s.w. of Madison. Population, 63.

**Greenville** (Hudson, Morris, Salem and Sussex cos.), a former post village, now a branch postoffice of Jersey City; (2), a mining hamlet near the village of Mines; (3), a hamlet near Palatine; and (4), the former name of Lincoln, Sussex co.

**Greenville** (Gloucester co.), mail Hurffville.

**Greenville** (Ocean co.), mail Meredeconk.

**Greenville** (Warren co.), mail Hackettstown.

**Greenwich** (Cumberland and Warren cos.), a post village, of 900 inhabitants, on the Cohansey River and on the New Jersey Southern Railroad, 6 miles w.s.w. of Bridgeton and 3 miles from Bay Side, having a fruit canning establishment, a machine shop, a large interest in fisheries along the Delaware River (the products of which are packed and shipped here in great quantities), and a valuable local trade; (2), a hamlet on the Central Railroad of New Jersey, 2 miles e.s.e. of Phillipsburg.

**Greenwich** (Gloucester co.), mail Mickleton.

**Greenwood** (Hunterdon co.), mail White House.

**Greenwood** (Mercer co.), mail Trenton.

**Greenwood** (Passaic co.), a village near Greenwood Lake. Population, 108. Mail Greenwood Lake.

**Greenwood Lake** (Passaic co.).

**Greensbridge** (Warren co.), mail Phillipsburg.

**Greensburg** (Mercer co.), a post village on the Delaware River and on the Belvidere Delaware Railroad, 6 miles above Trenton, with a stone quarry. Population, 225.

**Green's Pond** (Warren co.), mail Buttzville.

**Greesville** (Gloucester co.), a hamlet adjoining Greentree. Population, 28.

**Grettenburgh** (Hudson co.), mail Guttenburgh.

**Griffetown** (Burlington co.), mail Woodmansie.

**Griggstown** (Somerset co.), a post village on the Karitan Canal and on the Millstone River, which affords power for a large mill; it is 3 miles n. of Washington's Headquarters station. Population, 113.

**Groonsville** (Sussex co.), mail Huntsville.

**Grove Street** (Essex co.), mail East Orange.

**Groveville** (Mercer co.), a hamlet on the Crosswicks Creek, and 1 mile s. of Yardville.

**Gruetly Hill** (Atlantic co.), mail Egg Harbor City.

**Guard Look** (Warren co.), mail Hackettstown.

**Guinea Hollow** (Sussex co.), mail Waterloo.

**Guinea Hollow** (Warren co.), mail Hackettstown.

**Gunsville** (Morris co.), mail Hibernia.

**Guttenburgh** (Hudson co.), a post village on the Hudson River, near Weehawken, having a manufactory of Belgian blocks, etc. Population, 1206.

**Hackensack** (Bergen co.), a post village, capital of the county, on the river of the same name. The New Jersey Midland and the New Jersey and New York Railroads intersect the village almost at right angles; the river is navigable from this point. Hackensack has extensive manufactures, a large trade, and sustains two banks and three newspapers. Population, 4500, and increasing. Becoming a popular place of residence for many New Yorkers.

**Hackensack** (Hudson co.), mail Jersey City.

**Hackensack Bridge** (Bergen co.).

**Hackettstown** (Warren co.), a post borough on the Musconetcong River, the Morris Canal and the Morris and Essex Railroad, 12 miles n.e. of Washington; it has a large trade, a foundry, a blast-furnace, a carriage factory, two grist mills, etc., and a population of 2502. It sustains a national bank, two newspapers and a large number of stores.

**Hackle**, or **Hackle Barney Mines** (Morris co.), a mining hamlet, the south terminus of the Chester branch of the Morris and Essex Railroad.

**Haddonfield** (Camden co.), a post borough, containing 1480 inhabitants, on the Cooper's Creek and on the Camden and Atlantic Railroad, 7 miles s.e. of Camden, having considerable manufactures and a large local trade.

**Hagerstown** (Salem co.), a hamlet 3 miles s. of Salem. Population, 125.

**Hainesburg** (Warren co.), a post village on the Paulinskil and on the Blairstown branch of the Delaware and Lackawanna Railroad. Population, 275.

**Hainesport** (Burlington co.), a post village on the Rawcoas Creek, 1 mile w. of Mount Holly, having a large manufactory of cast-iron sinks, pipes, etc. Population, 300.

**Hainesville** (Sussex co.), a post village near the head of the Wallpack River. Population, 163.

**Haines Mills** (Burlington co.), mail Medford.

**Haledon** (Passaic co.), mail Paterson.

**Haleysville** (Cumberland co.), a former name of Mauricetown.

**Half Acre** (Middlesex co.), mail Prospect Plains.

**Haltown** (Salem co.), a hamlet 5 miles n. of Claysville.

**Halsey's Corner** (Sussex co.), mail Newton.

**Halseytown** (Morris co.), mail Parsippany.



BROAD STREET, NEWARK.

**Hamburg** (Sussex co.), a post village on the Wallkill and on the New Jersey Midland Railroad, at the junction of the South Vernon branch of the Sussex Railroad; it is in the Vernon Franklinites, iron and zinc mining district, and has a large local trade, extensive manufactures of paper, cement, lime, bricks, etc., and a population of 600.

**Hamburg Junction** (Sussex co.), mail Hamburg.

**Hamden, or Hamden Siding** (Hunterdon co.), a hamlet on the Lehigh Valley Railroad, 2 miles e. of Sidney. Population, 50.

**Hamilton, or Shark River** (Monmouth co.), a post village  $2\frac{1}{2}$  miles s.e. of Shark River station of the New Jersey Southern Railroad, and on the Shark River; it has a lumber mill, a grist mill, and a bank. Population, 63.

**Hamilton, or Hamilton Station** (Somerset co.), a hamlet on the Delaware and Bound Brook Railroad, about 8 miles s.s.w. of Bound Brook.

**Hamilton Square** (Mercer co.), a post village 3 miles e. of Lawrence station, and  $2\frac{1}{2}$  miles w.n.w. of Robbinsville; it has a population of 500, an extensive rubber works, and two carriage factories.

**Hamilton Works** (Essex co.), mail Newark.

**Hammonton** (Atlantic co.), a post village, of 1776 inhabitants, on the Camden and Atlantic Railroad, 5

miles s.e. of Winslow Junction, in a fruit-growing district; it has a large local trade, a profitable shipping trade in fruit, domestic wines, etc., and extensive manufactures of boots and shoes, etc.

**Hampton** (Burlington co.), mail Atsion.

**Hampton** (Hunterdon co.), mail New Hampton.

**Hampton** (Sussex co.), mail Newton.

**Hampton Junction** (Hunterdon co.), mail Junction.

**Hampton Station** (Burlington co.), mail Atsion.

**Hancock's Bridge** (Salem co.), a post village on the Alloways Creek, 5 miles s. of Salem, having a grain elevator and a carriage and wagon factory. Population, 175.

**Hancock Bridge** (Warren co.), mail Broadway.

**Handview** (Somerset co.), mail Bound Brook.

**Hanfield** (Passaic co.), mail Ringwood.

**Hanover** (Burlington and Morris cos.), a hamlet on the New Jersey Southern Railroad, 4 miles e. of New Lisbon; and a post village on the Passaic River and on the Morris and Essex Railroad, 6 miles e. of Morristown, having a carriage and wagon factory and a good local trade. Population, 300.

**Hanover** (Sussex co.), mail Newton.

**Hanover Furnace** (Burlington co.), a hamlet on the Rawcoas Creek, 3 miles n. of Hanover; it takes its name from an old furnace long out of operation. The residents sustain themselves by farming and cranberry culture. Population, 75.

**Hanover Iron Works** (Burlington co.), mail Bordentown.

**Hanover Neck** (Morris co.) mail Hanover.

**Hanover Township** (Morris co.), mail Hanover.

**Harbor** (Essex co.), mail Irvington.

**Harbortown** (Hunterdon co.), mail Lamberville.  
**Harbortown** (Mercer co.), a hamlet near Pennington.

**Hardenberg Corners** (Middlesex co.).

**Hardie's Township** (Sussex co.), mail Franklin Furnace.

**Harding, and Hardingville** (Gloucester co.), adjacent hamlets, the former on, and the latter near the Bridgeton branch of the West Jersey Railroad, 3 miles s. of Glassborough.

**Hardistownville** (Sussex co.), a hamlet on the New Jersey Midland Railway, near Hamburg.

**Hardwick** (Warren co.), a post hamlet on a tributary of the Paulinskil. Population, 583.

**Harlingen** (Somerset co.), a post village on the Mercer and Somerset Railroad, 6 miles s.w. of Millstone and 1 mile s.e. of Harlingen station, a hamlet on the Delaware and Bound Brook Railroad; the village has a carriage and wagon factory.

**Harlingen Station** (Somerset co.), mail Harlingen.

**Harmersville** (Salem co.), a post hamlet 1 mile e. of Hancock's Bridge. Population, 75.

**Harmonton** (Camden co.), mail Winslow.

**Harmony** (Burlington, Monmouth, Morris, Salem and Warren cos.), (1) a former name of New Gretna;



(2) a hamlet near Middletown; (3) a hamlet 4 miles w.n.w. of Morristown; (4) a hamlet 5 miles n.w. of Carlsburg; and (5) a post village  $2\frac{1}{2}$  miles e. of Dempsey's and 3 miles n.w. of Cooksville. The last has a good local trade and a mill.

**Harmony** (Cumberland co.), mail Cohansey.

**Harmony Church** (Ocean co.), mail Jackson's.

**Harmony Mills** (Passaic co.), mail Paterson.

**Harmony Plain** (Somerset co.), mail Finderne.

**Harmony Vale** (Sussex co.), mail Hamburg.

**Harney's Mills** (Passaic co.), mail Passaic.

**Harp's Mills** (Union co.), mail Springfield.

**Harrington** (Bergen co.), mail Closter.

**Harris** (Burlington co.), a hamlet on the New Jersey Southern Railroad, e.n.e. of Atsion.

**Harris Lane** (Somerset co.), mail Bound Brook.

**Harris Mills** (Cumberland co.), mail Cohansey.

**Harrison** (Gloucester co.), mail Mullica Hill.

**Harrison, or East Newark** (Hudson co.), a large village on the Passaic River, opposite Newark. Three railroads—the Morris and Essex, the Philadelphia and New York (through line) branch of the leased lines of the Pennsylvania, and the Paterson and Newark branch of the Erie—pass through the village, which has a large local trade and extensive manufactures, including oil-cloth, enameled cloth, trunks, wire, thread, etc. Population, 5510.

**Harrisonville** (Essex co.), mail Belleville.

**Harrisonville** (Gloucester and Salem cos.), a post village on the Old Man's Creek, 6 miles s.e. of Swedesborough, having a lumber and a grist mill, and a hamlet on the Salem Creek  $2\frac{1}{2}$  miles n. of Salem. Population, 400.

**Harrisonville** (Warren co.), mail Belvidere.

**Harrisville** (Burlington co.), a village on the Wading River, 10 miles s.s.e. of Harris; having a paper mill and being much interested in fruit culture and fishing. There are numerous cranberry bogs here and in the vicinity.

**Harsimus Cave** (Hudson co.), mail Jersey City.

**Hartford** (Burlington co.), a post hamlet on the Camden and Burlington County Railroad, 4 miles e. of Moorestown. Population, 100.

**Hartzell's Ferry** (Warren co.), mail Belvidere.

**Hawklurst** (Hudson co.), mail Hoboken.

**Hawkinsville** (Atlantic co.), mail Tuckahoe.

**Haworth** (Bergen co.), a hamlet on the Jersey City and Albany Railroad, and 1 mile w. of Closter.

**Hawthorne** (Passaic co.), a post hamlet, a suburb of Paterson, at the intersection of the New Jersey Midland and Erie Railways. Population, 200.

**Hazelhurst** (Hudson co.), mail Hoboken.

**Hazelwood Farm** (Union co.), mail Rahway.

**Hazen** (Warren co.), mail Belvidere.

**Hazlet** (Monmouth co.).

**Heachland** (Morris co.), mail Schooley's Mountain.

**Head Lane** (Somerset co.), mail Potterville.

**Headleytown** (Union co.), mail Union.

**Head of River** (Atlantic co.), mail Tuckahoe.

**Headquarters** (Hunterdon co.), a hamlet near Ringoes Station; mail Sergeantsville.

**Hedden** (Monmouth co.), near Middletown.

**Hedden's Corner** (Monmouth co.), mail Red Bank.

**Hedger House** (Burlington co.), mail Shamong.

**Heislerville** (Cumberland co.), a post hamlet 2 miles e. of Bay Side View, supported by oyster fisheries. Population, 93.

**Hell's Kitchen** (Ocean co.), mail Manchester.

**Helm's Cave** (Salem co.), mail Penn's Grove.

**Henlock Falls** (Essex co.), mail South Orange.

**Hendrickson** (Monmouth co.), a hamlet near Squankum.

**Hensfoot** (Hunterdon co.), a hamlet near Midvale.

**Herbertown** (Mercer co.), mail Lambertville.

**Herbertsville** (Middlesex and Ocean cos.), the station name of Old Bridge, and a hamlet on the Manasquan River, opposite Allenwood.

**Herman** (Burlington co.), mail Green Bank.

**Hesstow** (Cumberland co.), mail Manumuskim.

**Hessville** (Cumberland co.), a hamlet 3 miles n.e. of Manumuskim.

**Hewitt** (Passaic co.), a post hamlet on the Montclair and Greenwood Lake Railroad, near the north-east boundary of the State. Population, 200.

**Hewittsville** (Atlantic co.), near Port Republic.

**Hibernia** (Morris co.), a mining and post village, the northern terminus of the Hibernia Mines Railroad, 3 miles n. of Rockaway. It has a large local trade, an important shipping trade in iron ore and its products, a number of the most productive mines of the State being located here and in the immediate vicinity. Population, 1500.

**Hickory Corners** (Somerset co.), mail Pluckemin.

**Hickory Corners** (Mercer co.), mail Hightstown.

**Higbee's Landing** (Cape May co.), a hamlet on the Delaware Bay,  $4\frac{1}{2}$  miles n. of Cape May Point, supported by fishing—oysters, clams and crabs being abundant.

**Higbeville** (Atlantic co.), a hamlet in the Great Bay, e.s.e. of Port Republic, supported by fishing.

**High Bridge** (Hunterdon co.), a post village of 750 inhabitants, on the Central Railroad of New Jersey, the southwestern terminus of the High Bridge branch, 4 miles s.s.e. of Junction. It has a large local trade, extensive manufactures of car-wheels and axles, flour, etc., and iron mines.

**Highland** (Bergen co.), a hamlet on the Northern Railroad of New Jersey, 1 mile n. of Englewood.

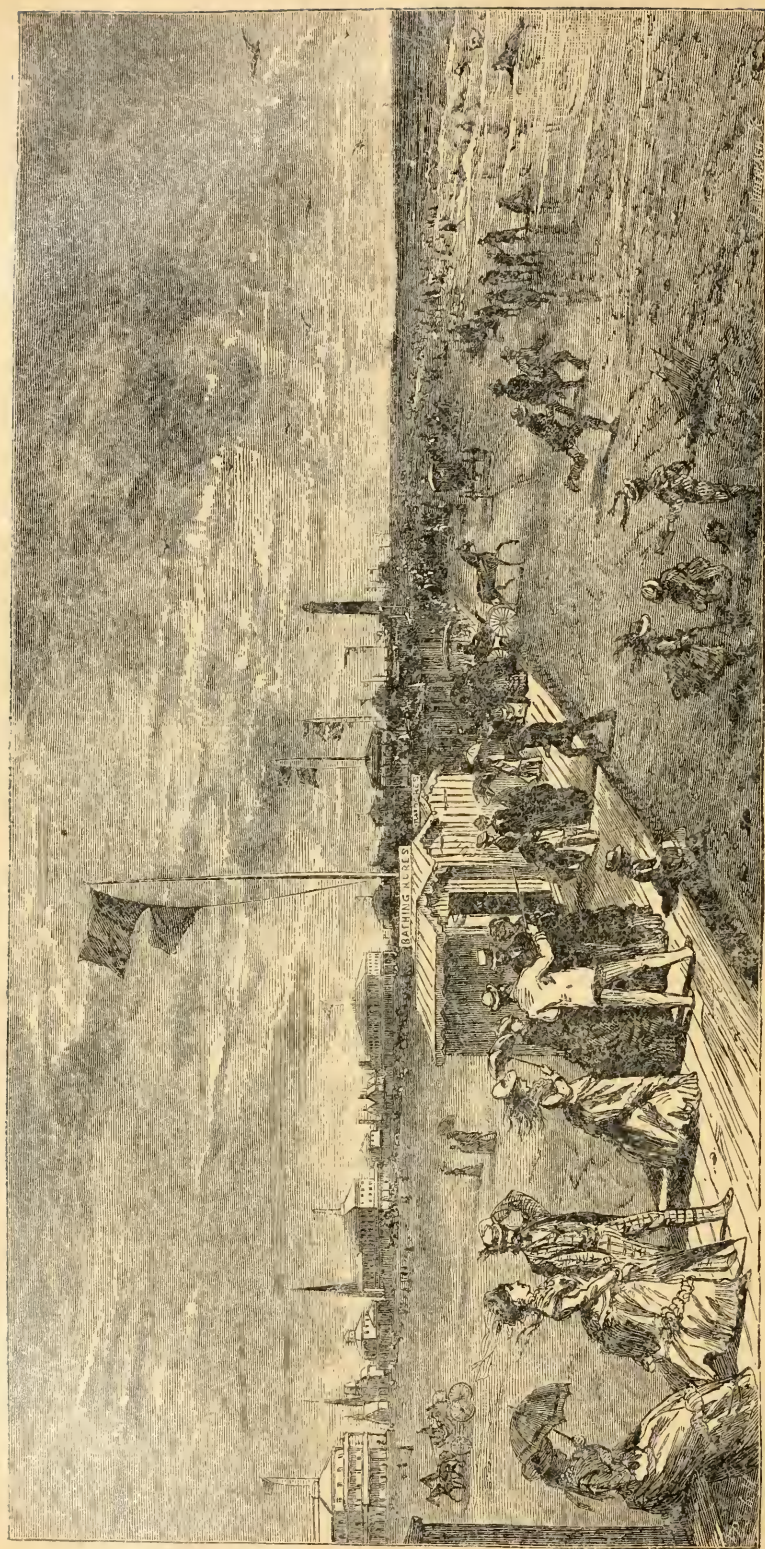
**Highland** (Monmouth co.), mail Leonardville.

**Highland Avenue** (Essex co.), mail Orange Valley.

**Highlands** (Monmouth co.), a village near Middletown Station, having many handsome villas. Population, 1800.

**Highlands of Navesink** (Monmouth co.), a popular summer resort on the Sandy Hook peninsula, on the New Jersey Southern Railroad, 4 miles s. of Sandy Hook pier. It has numerous boarding houses, many private mansions, and a postoffice called Highlands.





THE BEACH—ATLANTIC CITY DURING THE SEASON.



**Hightstown** (Mercer co.), a post borough on the Camden and Amboy and the northern terminus of the Pemberton and Hightstown Railroad, and on the Millstone River, having a large local trade and two excellent educational institutions. Its population is 3000, and supports two national banks.

**Highwood Park** (Bergen co.), mail Tenafly.

**Hilliard Place** (Ocean co.), mail Whiting.

**Hill Park** (Essex co.), mail Newark.

**Hillsborough** (Somerset co.), a post hamlet on the Mercer and Somerset Railroad, 3 miles s.w. of Millstone. Population, 125.

**Hillsdale** (Bergen and Monmouth cos.), a post hamlet on the New Jersey and New York Railroad, n. of Westwood; and a hamlet on the Freehold and Keyport Railroad, n. of Barrentown. Population, 80.

**Hill Side** (Hudson co.), mail Newark.

**Hilton** (Essex co.), mail West Newark.

**Hilt's Mines** (Sussex co.), mail Stanhope.

**Hobarts** (Union co.), station East Summit.

**Hoboken** (Hudson co.), a city and port of entry on the Hudson River, having Jersey City adjoining it on the south and Weehawken on the north. It is the eastern terminus of the Delaware, Lackawanna and Western Railroad, and three lines of European steamships have their American port here. It has a very large local trade and a valuable foreign commerce. It is one of the largest centres for coal traffic and shipment in the country. Its manufactures are also extensive and valuable, including a large manufactory of lead-pencils, numerous foundries, machine shops, etc. Its business supports two banks (one national). Its population is 30,999.

**Hockamick** (Burlington co.). See BRINDLETOWN.

**Hockaminck Mills** (Burlington co.).

**Hogtown** (Union co.), mail Rahway.

**Hohokus** (Bergen co.), a post village on the Erie Railroad 2 miles n. of Ridgewood, and on a tributary of the Hackensack River. In the village and its vicinity are a number of large manufacturing establishments, including a paper mill, two cotton factories, carriage and wagon works, etc. Population, 350.

**Holland** (Hunterdon and Monmouth cos.), a post village on the Delaware River and on the Belvidere Delaware Railroad, 6 miles above Frenchtown; and a hamlet on the Central Railroad of New Jersey, 2 miles w. of Middletown. Population, 60.

**Holly Nook** (Monmouth co.), mail Navesink.

**Homansville** (Morris co.), mail Mendham.

**Holmansville** (Ocean co.), a hamlet w.n.w. of Bricksburg.

**Holmdel** (Monmouth co.), a post village on Hop Brook, 4 miles s. of Holmdel Station, which is on the Central R.R. of New Jersey, 2 miles e.s.e. of Matawan. Holmdel has a good local trade. Population, 263. At Holmdel Station is a hamlet called Bethany.

**Holmesburgh** (Burlington co.), mail Budd Town.

**Homestead** (Hudson co.), a post village on the New Jersey Midland and the Northern Railroad of

New Jersey,  $\frac{1}{2}$  mile n. of West Hoboken. It has an extensive silk factory, an iron foundry, and many large and valuable market gardens, and contains many handsome mansions and numerous flourishing stores. Population, 50.

**Homesteadville** (Camden co.), a hamlet near Merchantville.

**Hook Mountain** (Morris co.), mail Pine Brook.

**Hopatcong** (Morris co.), a post village and summer resort on the Hopatcong Lake. It is easy of access by the Morris and Essex Railroad, and yet sufficiently retired to be a quiet retreat, while it is in the midst of charming scenery. Population, 300.

**Hop Brook** (Monmouth co.), a hamlet on a small stream of the same name near Holmdel.

**Hope** (Warren co.), a post village of 500 inhabitants, 5 miles e.n.e. of Delaware, and on the north branch of the Pequest River, with considerable iron manufactures and a good local trade.

**Hope Mills** (Passaic co.), mail Paterson.

**Hopeville** (Monmouth co.), a post hamlet on the Shark River,  $2\frac{1}{2}$  miles w. of Ocean Beach and 4 miles e. of Farmingdale. Population, 37.

**Hopewell** (Mercer and Sussex cos.), a post village at the intersection of the Delaware and Bound Brook and Mercer and Somerset Railroads, 5 miles n. of Pennington; and a mining hamlet near Ogdensburg. The former is the business centre of a rich farming district, and has a population of 500, a large local trade and a valuable shipping trade in the products of market gardens, orchards and dairies.

**Hopewell** (Cumberland co.), mail Bridgeton.

**Hopewell** (Gloucester co.), mail Malaga.

**Hopping** (Monmouth co.), a hamlet on the Port Monmouth branch of the New Jersey Southern Railroad, 2 miles s. of Port Monmouth.

**Horicon** (Ocean co.), mail Manchester.

**Hornerstown** (Ocean co.), a post village 1 mile from Hornerstown Station; (Monmouth co.), a hamlet on the Pemberton and Hightstown Railroad. Population, 164.

**Hornerstown Station** (Monmouth co.), mail Hornerstown.

**Hornstead** (Camden co.), mail Merchantville.

**Horse Neck** (Essex co.), mail Caldwell.

**Horse Pond** (Morris co.), mail Dover.

**Horton** (Morris co.), a hamlet on the Chester branch of the Morris and Essex Railroad, 2 miles n.e. of Chester.

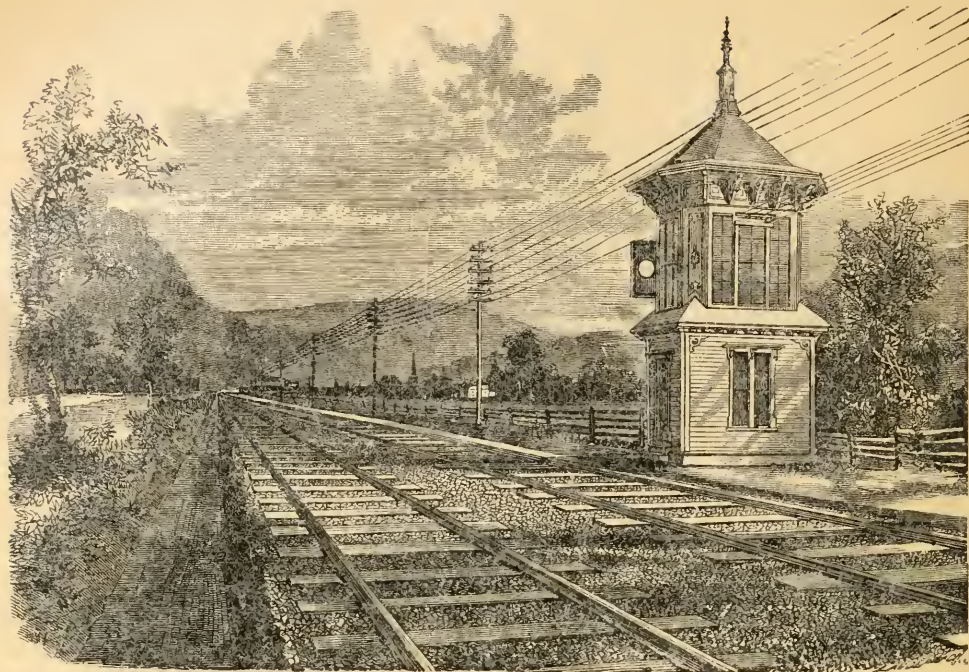
**Hotel** (Burlington co.), a hamlet n. of Hanover and near Hanover Furnace.

**Houtenville** (Middlesex co.), a hamlet on the Philadelphia and New York (through line) Railroad, 2 miles s.w. of Rahway.

**Howard** (Warren co.), the postoffice name of Southtown. Population, 35.

**Howell** (Monmouth co.), the station for Turkey.

**Howell's Fishery** (Gloucester co.), mail Woodbury.



THE TRACK ON THE PENNSYLVANIA AND NEW YORK LINE.

**Howell's Mills** (Sussex co.), mail Newton.

**Howell Station** (Monmouth co.), mail Turkey.

**Howellsville** (Sussex co.), a mining hamlet adjoining Sussex Mills.

**Howe's Corner** (Sussex co.), mail Monroc.

**Hoylestown** (Morris co.), mail Parsippany.

**Hudson, or Hudson City** (Hudson co.), a former post village; since 1870 a part, with a branch post-office, of Jersey City.

**Hudson** (Monmouth co.), mail Red Bank.

**Hudson Quarry** (Sussex co.), mail Newton.

**Hudson River Chemical Works** (Bergen co.), mail Edgewater.

**Huffman's** (Middlesex co.), a hamlet on the Freehold and Jamesburg Railroad, 1 mile s.e. of Lower Jamesburg.

**Hughesville** (Warren co.), a hamlet on the Musconetcong River, 3 miles above Riegelsville and 2 miles e. of Pohatcong.

**Hunterdon** (Passaic co.), mail Passaic.

**Hunter's Lodge** (Burlington co.), mail Brown's Mills.

**Hunter's Mill** (Atlantic co.), mail Tuckahoe.

**Huntly** (Union co.), a hamlet on the Morris and Essex Railroad, 1 mile n. of East Summit.

**Hunt's Corners** (Mercer co.), mail Titusville.

**Hunt's Mills** (Sussex co.), a post hamlet 5 miles w. of Andover, on a tributary of the Pequest River, which supplies power for a lumber and a grist mill. Population, 50.

**Huntsville** (Sussex co.), a post village 2 miles

w.s.w. of Andover, on the Pequest River, which affords power for several mills. Population, 34.

**Hurd Mines and Hurdtown** (Morris co.), two contiguous mining hamlets on the Ogden Mines Railroad, 2½ miles n.e. of Hopatcong, having iron mines.

**Hurdtown Mines** (Morris co.), mail Woodport.

**Hurffville** (Gloucester co.), a post village on the Mantua Creek, 2 miles e. of Barnsborough. Population, 179.

**Husted** (Cumberland co.), a hamlet on the Bridgeton branch of the West Jersey Railroad, 5 miles s. of Elmer.

**Hutchinson's** (Warren co.), a hamlet on the Delaware River and on the Belvidere Delaware Railroad, 4 miles below Belvidere.

**Hylers Station** (Passaic co.), mail Passaic.

**Imlay's Mills** (Burlington co.), a former name of Jacksonville.

**Imlaystown** (Monmouth co.), a post village on the Pemberton and Hightstown Railroad, n. of Davis, having a large local trade and a good shipping trade in the dairy, orchard and garden products of a fertile district of which it is the centre. Population, 200.

**Imleydale** (Warren co.), mail Junction.

**Independence** (Warren co.), mail Hackettstown.

**Independence or Independence Corner** (Sussex co.), a hamlet on the Wallkill, 4½ miles n. of Hamburg.

**Indian Lake** (Burlington co.), mail Woodmansie.

**Indian Mills** (Burlington co.), population 75.

**Ingleside** (Warren co.), mail Morristown.



**Ioling Vineyard** (Atlantic co.), mail Egg Harbor.  
**Iona** (Gloucester co.), a hamlet on the West Jersey Railroad (both the Cape May and Atlantic City lines), 1 mile s.e. of Franklinville, having a grist and a saw mill. Population, 70.

**Ireland Mills** (Cumberland co.), mail Bridgeton.

**Irish Mills** (Ocean co.), a former name of Van Hiseville.

**Irishtown** (Morris co.), mail Mine Hill.

**Irontdale** (Morris co.), a hamlet near Port Oram.

**Ironia** (Morris co.), a mining hamlet on the Chester branch of the Morris and Essex Railroad, 5 miles n.e. of Chester; it takes its name from a valuable mine of iron ore; population 30.

**Iron Mills** (Atlantic co.), mail Hammoncton.

**Irrington** (Essex co.), a post village, a suburb w. of Newark, having many handsome mansions and a population of 1500.

**Iselin** (Middlesex co.), the postoffice name of Untown; population 63.

**Island Heights** (Ocean co.), population 71.

**Jackson or Jackson Glass Works** (Camden co.), a hamlet near Atco, having an extensive glass works.

**Jackson** (Middlesex co.), a hamlet near South River.

**Jacksonburg** (Warren co.), a hamlet 1 mile n.w. of Blairstown.

**Jackson's Mills** (Ocean co.), a post hamlet on the Meredeconk River, which affords power for a saw and a grist mill; it is 6 or 7 miles n.w. of Bricksburg; population 200.

**Jackson's Mill Pond** (Ocean co.).

**Jackson's Towaship** (Warren co.).

**Jackson's Valley** (Warren co.), mail Belvidere.

**Jackson's Village** (Essex co.), mail Orange.

**Jacksonville** (Morris co.), mail Pompton Plains.

**Jacksonville** (Burlington, Gloucester and Middlesex cos.), a post village, formerly Imlay's Mills, on the Assiscunk Creek, 5 miles e. of Burlington, population 129; (2), a hamlet with extensive marl beds, 2½ miles n.w. of Pitman, and (3) a hamlet between Old Bridge and Matawan.

**Jacksonville** (Hunterdon co.), mail Lebanon.

**Jacobstown** (Burlington co.), a post village 2 miles n.w. of Cookstown; population 105.

**Jacque's Flour Mills** (Morris co.), mail Morris.

**Jahokeville** (Cumberland co.), mail Bridgeton.

**Jamesburg** (Middlesex co.), a post village on the Manalapan River and on the Freehold and Jamesburg, at the intersection of the Camden and Amboy Railroad; the business centre of a fine agricultural district, it has a large local trade and a valuable shipping trade in garden, orchard and dairy products; the river affords power for a large grist mill and it has an extensive shirt factory; the business of the village and district supports a national bank; the New Jersey State Reform School, for juvenile culprits, is situated here; the population is about 1000.

**Janvier** (Gloucester co.), population 150.

**Jeffers' Landing** (Atlantic co.), a fishing hamlet on the Great Egg Harbor River, ½ mile above the Great Egg Harbor.

**Jefferson** (Gloucester co.), a post village, formerly called Richards' Hill, 2 miles w. of Barnsborough, having a wagon works; population 125.

**Jefferson** (Morris co.), mail Milton.

**Jefferson Cottage** (Passaic co.), mail Paterson.

**Jefferson Mills** (Morris co.), mail Whippany.

**Jefferson Township** (Morris co.), mail Woodport.

**Jefferson Village** (Essex co.), mail South Orange.

**Jenkins Neck** (Burlington co.), mail Shamong.

**Jenningsville** (Gloucester co.), mail Almonesson.

**Jericho** (Cumberland co.), a hamlet on the Stow Creek, and 5 miles n.w. of Bowentown.

**Jericho** (Gloucester co.), mail Woodbury.

**Jersey City** (Hudson co.), the second city of the State in population and wealth, a port of entry, and the capital of the county; is bounded on the e. by the Hudson River and New York Bay, on the s. by Bayonne, on the n.w. by the Newark Bay, on the w. by the Hackensack River and on the n. by Bergen Township and Hoboken. The population has increased very rapidly since 1850, when it was but 6856; in 1860, 29,226; in 1870 (including Hudson and Bergen, annexed in that year), 82,546, and in 1880, 120,728. Jersey City owes its prosperity in part to its extensive and varied manufactures, but possibly in a greater degree to its immense trade, being the rail terminus of all the great railroads of the State that have the city of New York as an ultimate terminus; it is also the eastern terminus of the Morris Canal, and is directly connected with the New York, New Haven and Hartford, and the New York and New England Railroads, by steam ferry to their tracks at Port Morris, N. Y., while the Erie Railroad has a ferry from its depot here to Brooklyn. The foreign commerce of Jersey City is large and valuable, though much that actually belongs to it is credited to the New York custom house, and the domestic commerce is still larger, including immense quantities of iron, coal, produce and general merchandise, brought to and shipped from this city, besides the manufactures of its many extensive establishments. Among the leading manufacturing establishments are the works of the United States Watch Company, three locomotive and railroad supply manufactories, three steel works, three foundries, one immense foundry and machine shop, three boiler works, three crucible manufactories, two extensive sugar refineries, numerous glass-works, zinc-works, potteries, planing mills, and manufactories of rubber goods, jewelry, chemicals, lead pencils, fireworks, castor and linsced oils, hardware, copper ware, hydrants, etc.; here are located also stock-yards and an abattoir claimed to be one of the largest, most complete and best appointed establishments of the kind in the world. Jersey City has three national banks, one State bank, six savings banks and three insurance companies.

**Jersey City and Albany Junction** (Bergen co.), mail Hackensack.

**Jersey City Heights** (Hudson co.).

**Jerseyville** (Monmouth co.), a hamlet near Turkey.

**Jerusalem Valley** (Union co.), mail Scotch Plains.

**Jerstown** (Burlington co.), a post village on the Kinkora branch of the Camden and Amboy and Pemberton and Hightstown Railroads,  $\frac{1}{4}$  miles n.w. of Lewistown, having a carriage and wagon works; population 125.

**Johnson's** (Hunterdon co.), a hamlet on the Belvidere Delaware Railroad, 1 mile below Raven Rock.

**Johnsburg** (Warren co.), a post village 6 miles s.e. of Blairstown, having a good local trade, an extensive glove factory, and a population of 300.

**Johnson's Ferry** (Hunterdon co.).

**Johnson's Mill** (Hunterdon co.), mail Lebanon.

**Johnsontown** (Atlantic co.), a hamlet e. of Port Republic.

**Jones' Island** (Cumberland co.), mail Cedarville.

**Jones' Mill** (Burlington co.), a hamlet on the west branch of the Wading River, near Shamong.

**Jones' Mill** (Cumberland co.), mail Manumuskín.

**Jonestown** (Warren co.), mail Oxford.

**Jordentown** (Camden co.), mail Merchantville.

**Jugtown** (Hunterdon co.), mail West End.

**Juliustown** (Burlington co.), a post village on the Kinkora branch of the Camden and Amboy and Pemberton and Hightstown Railways, 2 miles n.w. of Lewistown, having a considerable local trade. Population, 400.

**Jumping Point** (Monmouth co.), mail Oceanic.

**Junction** (Hunterdon, Burlington and Somerset cos.), a post village of 1100 inhabitants, at the junction of the Central Railroad of New Jersey and the Delaware, Lackawanna and Western, 8 miles n.e. of Bloomsbury; it has extensive railroad repair shops, etc., and a large local trade; (2), a hamlet near Pemberton, at the junction of the Camden and Burlington County, the Pemberton and Hightstown and a branch of the New Jersey Southern Railroads; (3), a hamlet at the intersection of the Delaware and Bound Brook and the Lehigh Valley Railways, 3 miles s.w. of Bound Brook.

**Junction** (Middlesex co.), mail Woodbridge.

**Kaighn's Point** (Camden co.), mail Camden.

**Kalakan** (Burlington co.), mail Shamong.

**Kalorama** (Warren co.), mail Blairstown.

**Kanin** (Burlington co.), mail Budd Town.

**Karsville** (Warren co.), a village 2 miles n.w. of Port Murray. It is on the Hopatcong Creek, which supplies power for a large grist-mill, and has a carriage and wagon factory. Population, 46.

**Kearney** (Hudson co.), a hamlet on the Montclair and Greenwood Lake Railroad.

**Keeler's Corner** (Burlington co.), mail Pemberton.

**Keertown Mines** (Sussex co.), mail Woodport.

**Kennedy** (Warren co.), a hamlet on the Lehigh Valley Railroad, 2 miles w.n.w. of Musconetcong.

**Kennedysburgh** (Sussex co.), mail Tranquility.

**Kennedy's Mill** (Hunterdon co.), mail New Germantown.

**Kennedystown** (Sussex co.), mail Tranquility.

**Kenil** (Morris co.), a hamlet on the High Bridge branch of the Central Railroad of New Jersey, at the junction of a short connecting road to Drakesville station of the Morris and Essex Railroad.

**Keyport** (Monmouth co.), a large post village, the northern terminus of the Freehold and Keyport Railroad,  $2\frac{1}{2}$  miles n.n.e. of Matawan, and on the Raritan Bay. It has several excellent hotels, numerous boarding houses and many elegant private villas. The facilities for fishing and boating, the beauties of the scenery and delightful temperature, make Keyport a popular resort in the summer months. But it is also a populous and flourishing village, having a population of 3000, a large local trade and a valuable shipping trade, by steam and sailing vessels, of vegetables, fruit, butter, oysters and other fish, and various manufactures of mid-east New Jersey; it has also a large canning establishment, and the building of sloops, schooners and boats is largely carried on.

**Kill** (Warren co.), a hamlet on the Paulinskill, 5 miles n.e. of Columbia.

**Kill Mills** (Warren co.), a village on the Paulinskill, 2 miles e.n.e. of Columbia, having a lumber and a grist mill and a large manufactory of writing slates.

**Kinderhamack** (Bergen co.), a village on the New Jersey and New York Railroad.

**Kingsland** (Bergen co.), a post village on the Jersey City and Denville branch of the Delaware, Lackawanna and Western Railroad, 4 miles s.s.w. of Passaic. The railroad company has repair shops here.

**Kingsland Farm** (Morris co.), mail Dover.

**Kingsland Mills** (Essex co.), mail Franklin.

**Kingston** (Somerset co.), a post village on the Raritan Canal and on the western extension of the Freehold and Jamesburg Railroad,  $3\frac{1}{2}$  miles w. of Monmouth Junction, having a population of 600, a large local trade, a good shipping trade in farm products and manufactures, and extensive manufactures of sashes and blinds, carriages, flour, etc.

**Kingwood and Kingwood Station** (Hunterdon co.), a post village and a hamlet, both in Kingwood Township, but 4 miles apart, the latter being on the Delaware River and on the Belvidere Delaware Railroad, 2 miles below Frenchtown, and the former  $2\frac{1}{2}$  miles n.e. of Tumble, which is 5 miles s. of Kingwood Station.

**Kinkora** (Burlington co.), a post village on the Delaware River and on the Camden and Amboy Railroad, the northwestern terminus of a branch to Lewistown, Pemberton and New Lisbon. It has two brickyards and two or three large storehouses for ice.

**Kinsey's Corner** (Middlesex co.), mail Perth Amboy.



**Kirkwood** (Camden co.), a post hamlet on the Camden and Atlantic Railroad, 5 miles w. of Haddonfield. Population, 105.

**Kishball Mines** (Warren co.), mail Danville.

**Kline's Mills** (Somerset co.), mail Pluckemin.

**Klinesville** (Hunterdon co.), a hamlet near Rowland Mills.

**Knowlton** (Warren co.), a post village 4 miles n.e. of Delaware; it was formerly called Centreville. Population, 45.

**Knowlton Mills** (Warren co.), mail Polkville.

**Kokosburgh** (Hunterdon co.), mail Lebanon.

**Lacy** (Ocean co.), a hamlet on the Tuckerton Railroad, between Whiting and Barnegat Junction.

**La Fayette** (Sussex co.), a post village on the Sussex Railroad, 5 miles n.n.e. of Newton, and on a branch of the Paulinskill, which affords power for two grist-mills; it has also a good local trade and a zinc mine. Population, 378.

**La Fayette** (Hudson co.), mail Jersey City.

**Lake** (Gloucester co.), mail Malaga.

**Lake** (Morris co.), mail Flanders.

**Lake Dale** (Camden co.), a hamlet on the Williams-town Railroad, 4 miles s.w. of Atco.

**Lake Hopatcong** (Morris co.), mail Hopatcong.

**Lake Side House** (Passaic co.), mail Greenwood Lake.

**Lake View** (Passaic co.), a post hamlet on the Paterson and Newark Railroad, a suburb of Paterson on the south. Population, 100.

**Lake View House** (Morris co.), mail Hopatcong.

**Lake Wood** (Essex co.), mail Orange.

**Lake Wood** (Ocean co.), mail West Meredeconk.

**Lamberton** (Mercer co.), mail Trenton.

**Lambertville** (Hunterdon co.), a post village of 483 inhabitants, on the Delaware River and on the Belvidere Delaware Railroad,  $\frac{1}{4}$  mile from the southwestern terminus of the Lambertville and Flemington branch road. It has a large local and shipping trade and extensive manufactures, supporting two national banks and two newspapers. Its manufacturing establishments comprise two paper mills, several grist mills, a saw and planing mill, and manufactories of rubber goods, ropes, twine, etc. A bridge crosses the Delaware at Lambertville.

**Langington** (Somerset co.), a post hamlet.

**Landis** (Cumberland co.), mail Vineland.

**Landisville** (Atlantic co.), a post village of the New Jersey Southern Railroad, 6 miles n.e. of Vineland and 1 mile n.w. of Buena Vista. Population, 100.

**Landsdown** (Hunterdon co.), a hamlet on the Lehigh Valley Railroad, 1 mile w. of Sidney.

**Lane's Mills** (Ocean co.), mail Meredeconk.

**Langdon** (Monmouth co.), mail Navesink.

**Langdon Hall** (Union co.), mail Rahway.

**La Porte** (Essex co.), mail Newark.

**Larger Cross Roads** (Somerset co.).

**Larisonville** (Hunterdon co.), a hamlet  $2\frac{1}{2}$  miles s.e. of Kingwood Station.

**Larison's Corners** (Hunterdon co.), mail Ringoes.

**Lathrop** (Morris co.) mail Morris Plains.

**Laurel** (Camden co.), mail Kirkwood.

**Laurel Cliff** (Monmouth co.), mail Navesink.

**Laurel Hill** (Essex co.), mail Belleville.

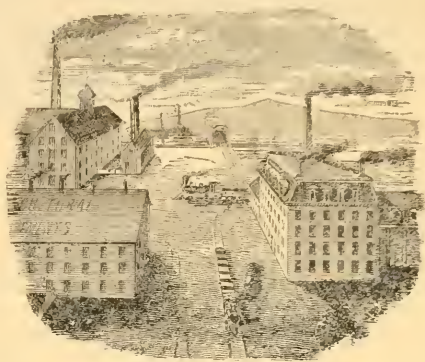
**Laurel Grove** (Sussex co.), mail Newton.

**Laurel Mills** (Camden co.), mail Kirkwood.

**Lavonton** (Camden co.), mail Camden.

**Lawrence** (Sussex co.).

**Lawrence Station** (Mercer co.), see LAWRENCEVILLE. Population, 25.



MILLS AT PATERSON.

**Lawrenceville** (Gloucester and Mercer cos.), a hamlet near Swedesborough; and (2) a post village of 600 inhabitants, 4 miles s.e. of Pennington and 5 miles n. of Lawrence Station, which is a post village on the Philadelphia and New York (through line) Railroad of the Pennsylvania Railroad's leased lines, 3 miles n.e. of Trenton. The village of Lawrenceville has a large local trade, and Lawrence Station a considerable shipping trade in dairy, truck and garden products.

**Layton** (Sussex co.), a post village near the Delaware River, opposite Dingman's Ferry, Pa., and on an arm of the Wallpack River, which affords power for a large grist-mill. It has a considerable local trade. Population, 51.

**Leaming Mills** (Cumberland co.), a hamlet on the Manantico Creek, which supplies power for two grist-mills. It is  $2\frac{1}{2}$  miles e. of Millville.

**Lebanon** (Burlington and Hunterdon cos.), a hamlet on the New Jersey Southern Railroad, 2 miles s.w. of Woodmansie, and (2), a post village of 500 inhabitants, on the Central Railroad of New Jersey,  $2\frac{1}{2}$  miles s.e. of High Bridge, supported by dairy, truck and orchard farming, the products of which are shipped here for the New York market; it has also a good local trade. Lebanonville is the local designation of a part of the village separated from it by the railroad.

**Lebanon Glass Works** (Burlington co.), mail Woodmansie.

**Lebanon Swamp** (Cumberland co.), mail Rosenhayn.



THE HUDSON RIVER AT HOBOKEN.

**Lebanon Township** (Hunterdon co.), mail Junction.

**Lebanonville** (Hunterdon co.), mail Lebanon.

**Leech's Mills** (Cumberland co.), mail Vineland.

**Leeds Point** (Atlantic co.), a post village on the Little Bay and near the Great Bay, the principal one of a series of fishing villages and hamlets along the bays and inlets from the south shore of the Great Bay to Absecon, the others being Johnstown, Higbeville, Smithville, Oceanville, Somersville and Conoversville; it has a considerable local trade; population, 208.

**Leedsville** (Atlantic and Monmouth cos.), a large fishing village 1 mile n. of Somers Point; (2), a village on the Hop Branch of the Navesink River, near its mouth, and 2 miles s.w. of Bridgeport.

**Leesburg** (Cumberland co.), a post village on the Maurice River, 3 miles above Bay Side View, supported by fishing and a considerable local trade; population, 179.

**Leetown** (Union co.), mail Rahway.

**Lehigh Junction** (Warren co.), mail Phillipsburgh.

**Lemontown** (Burlington co.), mail Lewistown.

**Leonardsville** (Monmouth co.), a post village on the Sandy Hook Bay,  $2\frac{1}{2}$  miles from Port Monmouth, having a good local trade, a large fishery and a manufactory of oil, and an excellent fertilizer out of fish, etc.; population, 113.

**Leonia** (Bergen co.), a post hamlet on the Northern Railroad of New Jersey, n. of Ridgefield; population 45.

**Lesser Cross Roads** (Somerset co.), a former and still a local name of Bedminster.

**Lewisburg** (Sussex co.), a hamlet near Deckertown.

**Lewistown** (Burlington co.), a post village at the intersection of the Pemberton and Hightstown and the Kinkora (branch) Railroads, 3 miles n. of Pemberton; it has a large local trade and a valuable shipping trade in the products of the market gardens,

orchards, dairies and manufactories of a populous and prosperous district; population, 208.

**Lewis Valley Mills** (Middlesex co.), mail Metuchen.

**Liberty Corner** (Somerset co.), a post village on the Dead River and 3 miles w.s.w. of Millington, having a good local trade and a carriage and wagon factory; population, 175.

**Libertyville** (Sussex co.), a post hamlet 3 miles n.w. of Deckertown, supported by stone quarrying. Population, 128.

**Limestone Switch** (Sussex co.), mail Andover.

**Lincoln** (Gloucester co.), mail Harrisonville.

**Lincoln** (Sussex co.), a post hamlet 5 miles w.s.w. of Andover.

**Lincoln Park** (Morris co.), a post village on the Morris Canal and the Denville branch of the Morris and Essex Railroad, 2 miles w. of Mountain View. Population, 50.

**Lin Corner** (Warren co.), mail Hope.

**Linden** (Camden co.), mail Camden.

**Linden** (Union co.), a post village on the Philadelphia and New York (through line) division of the leased lines of the Pennsylvania Railroad, midway between Rahway and Elizabeth; it has a population of 1000 and a good local trade.

**Linden Grove** (Essex co.), mail Belleville.

**Linden Hill** (Essex co.), mail Belleville.

**Lindley** (Passaic co.), mail Singac.

**Line Brook** (Morris co.), mail Morristown.

**Linwood** (Atlantic co.). See SOMERS POINT.

**Linwood** (Somerset co.). See PLUCKEMIN.

**Lisbon** (Burlington co.). See NEW LISBON.

**Little Brook** (Hunterdon co.), mail Califon.

**Little Egg Harbor** (Burlington co.), mail Tuckerton.

**Little Falls** (Passaic co.), a post village on the Passaic River, where it is crossed by the Morris Canal, on the Montclair and Greenwood Lake Railroad, 4 miles s.w. of Paterson, and  $\frac{3}{4}$  mile from Little Falls station of the Denville branch of the Morris and



Essex Railroad, which is  $3\frac{1}{4}$  miles w. of Paterson ; it takes its name from a fall in the river which though by no means slight is much less than that at Paterson ; the water-power afforded by the river is utilized in manufactures of woolen, cotton and silk goods, etc. ; the population is 1000.

**Little Ferry** (Bergen co.), a post hamlet on the Hackensack River, opposite Ridgefield Park, supported by brick making. Population, 413.

**Little Pine Mill** (Burlington co.), mail Brown's.

**Little Rocky Hill** (Middlesex co.), mail Kingston.

**Little Silver** (Monmouth co.), population, 500.

**Littleton** (Morris co.), a post hamlet on a branch of the Whippany River and 2 miles n.e. of Morris Plains. Population, 187.

**Little Worth** (Cape May co.), a hamlet near Mount Pleasant.

**Little York** (Warren co.), mail Oxford.

**Little York** (Hunterdon co.), a post village s. of Bloomsburg. Population, 105.

**Livingston** (Essex co.), a post village  $4\frac{1}{2}$  miles w.n.w. of Valley Station, and  $3\frac{1}{4}$  miles e.s.e. of Hanover, the centre of a fertile district, with a large local trade. Population, 87.

**Livingston Glass Works** (Burlington co.), mail Woodmansie.

**Livingston Park** (Middlesex co.), mail New Brunswick.

**Llewellyn Park** (Essex co.), mail Orange.

**Lockport** (Essex co.), mail Newark.

**Lockport** (Monmouth co.), mail Keyport.

**Locktown** (Hunterdon co.), a post hamlet 7 miles w.s.w. of Flemington. Population, 43.

**Lockwood** (Sussex co.), a hamlet near Waterloo.

**Lockwood Mills** (Sussex co.), mail Stanhope.

**Locust Corners** (Mercer co.), a hamlet on the Millstone River, and  $2\frac{1}{4}$  miles n.w. of Hightstown.

**Locust Grove** (Union co.), mail Rahway.

**Locust Point** (Monmouth co.), mail Navesink.

**Lodi** (Bergen co.), a post village, the western terminus of a two-mile branch of the New Jersey and New York Railroad, the junction, called Lodi Junction, being 1 mile s. of Hackensack. It has an extensive chemical works and dye works. Population, 803.

**Lodi Junction** (Bergen co.), mail Lodi.

**Logansville** (Morris co.), a village  $2\frac{1}{4}$  miles e.n.e. of Bernardsville and 5 miles s.e. of Mendham. It has a lumber-mill and a pottery.

**Logantown** (Monmouth co.), a hamlet near Deal.

**Longacoming** (Camden co.), late Berlin.

**Long Beach** (Burlington co.), a post village and summer resort at the southern extremity of a long, narrow, sandy island called by the same name, 6 miles from Edge Cove, with which it is connected by a steam ferry. It has several excellent hotels and boarding houses, and is a favorite resort of those who enjoy fishing and boating, as well as bathing.

**Long Beach** (Ocean co.), mail West Creek.

**Long Reach** (Cumberland co.), mail Port Norris.

**Long Branch** (Monmouth co.), a post village and one of the most popular summer resorts of the Atlantic coast, is connected by the New Jersey Southern and the Central Railroad of New Jersey, and their connections, with the cities of New York and Philadelphia, and with Cape May and Atlantic City. It is well drained, lighted with gas, and has numerous first-class hotels and excellent boarding houses, besides about 200 handsome cottages. It has also a famous trotting park and other attractions, a bank and many stores, and a resident population of about 6500.

**Long Hall** (Essex co.), mail Irvington.

**Long Hill** (Morris co.), a post hamlet 1 mile n. of Gillette. Population, 30.

**Longwood** (Morris co.), mail Berkshire Valley.

**Lopatcong** (Warren co.), a hamlet on the Lopatcong Creek and on the Central Railroad of New Jersey,  $2\frac{1}{4}$  miles e.s.e. of Phillipsburg, and  $\frac{1}{2}$  mile n. of Andover station of the Belvidere Delaware Railroad.

**Louisburg** (Sussex co.), an incorrect spelling of Lewisburg.

**Lowden** (Bergen co.), mail Schraalenburg.

**Lower Alloway's Creek** (Salem co.), mail Hancock's Bridge.

**Lower Bank** (Burlington co.), a post hamlet on the n. bank of Little Egg Harbor River, 9 miles n.e. of Egg Harbor City. Population, 63.

**Lower Hackensack** (Bergen co.), mail Hackensack.

**Lower Harmony** (Warren co.), mail Harmony.

**Lower Jamesburg** (Middlesex co.), a hamlet 2 miles s.s.e. of Jamesburg.

**Lower Longwood** (Morris co.). See UPPER L.

**Lower Macopin** (Passaic co.). See MACOPIN.

**Lower Mill** (Burlington co.), mail New Lisbon.

**Lower Mill** (Burlington co.). See UPPER MILL.

**Lower Neck** (Salem co.), mail Rosenhayn.

**Lower Pittstown** (Salem co.). See ELMER.

**Lower Squankum** (Monmouth co.), a post village 1 mile s.e. of Squankum, on the Manasquan River, which affords power for a grist and a lumber mill. It has a good local trade. Population, 198.

**Lower Valley** (Hunterdon co.), a post village on the south branch of the Raritan River, and on the High Bridge branch of the Central Railroad of New Jersey, 1 mile n. of Califon. Population, 147.

**Lowmoor** (Monmouth co.), a hamlet on the Sandy Hook peninsula, and on the New Jersey Southern Railroad, between Monmouth Beach and Seabright. Here is a private club-house.

**Loyalton** (Monmouth co.), mail Long Branch.

**Lumberton** (Burlington co.), a post village of 800 inhabitants, on the south branch of the Rancocas Creek and on the Medford branch of the Camden and Burlington County Railroad, 2 miles s. of Mount Holly. It has a good local trade, a large shipping trade in fruit, vegetables, butter, etc., and an extensive iron foundry.

**Lyndhurst** (Bergen co.), mail Kingsland.

**Lyons** (Somerset co.), a post hamlet on the New Jersey West Line Railroad, 2 miles n.w. of Millington.

**Lyons Farms** (Union co.), a post village 2 miles w. of Waverly, with a good local trade. Population, 45.

**Lyons Station** (Somerset co.), mail Lyons.

**Lyonsville** (Morris co.), a hamlet near Hibernia.

**McAfee's Valley** (Sussex co.), a post hamlet on the northeastern terminus of the South Vernon branch of the Sussex Railroad,  $4\frac{1}{2}$  miles n.e. of Hamburg; it has an iron mine and a lime-kiln.

**McCainsville** (Morris co.), a post village on the Chester branch of the Morris and Essex Railroad, 2 miles s.w. of Port Oram and 1 mile s. of Chester Junction; it has a large powder mill and iron mines.

**McLaughlin's Mills** (Union co.), mail Springfield.

**Macedonia** (Monmouth co.), mail Eatontown.

**Mackey's Mills** (Warren co.), mail Blairstown.

**Macopin** (Passaic co.), a hamlet, sometimes called Lower Macopin, 3 miles n.e. of Charlotteburg; 3 miles north is the post village of Upper Macopin.

**Maddington** (Salem co.), mail Salem.

**Madison** (Morris co.), a large post village on the Morris and Essex Railroad,  $3\frac{1}{2}$  miles s.e. of Morristown, having a population of 3003, a large local trade and considerable manufactures. The eastern part of the village is often distinctively denominated East Madison.

**Madison** (Middlesex co.), mail Old Bridge.

**Madison** (Union co.), mail Summit.

**Madison Avenue** (Bergen co.), mail River Edge.

**Madison Forge** (Passaic co.), mail Stockholm.

**Madison Park** (Passaic co.), mail Paterson.

**Madisonville** (Morris co.), mail Basking Ridge.

**Madisonville** (Somerset co.), a hamlet  $1\frac{1}{2}$  miles e. of Bernardsville.

**Mageta** (Ocean co.), mail Staffordville.

**Magnolia** (Camden co.), mail Haddonfield.

**Magnolia** (Ocean co.), mail Toms River.

**Magnolia** (Burlington co.), mail Pemberton.

**Magnolia** (Salem co.), mail Pedricktown.

**Mahwah** (Bergen co.), a post hamlet on the Erie Railway, at the n.e. boundary of the State, having a large lock factory. Population, 63.

**Mahwah Station** (Passaic co.), mail Mahwah.

**Maine Avenue** (Cumberland co.), a station of the New Jersey Southern Railroad, 2 miles n.e. of the station in Vineland.

**Maine Road** (Cumberland co.), mail Maine Avenue.

**Malaga** (Gloucester co.), a post village on the Maurice River and on the West Jersey Railroad (both the Cape May and Atlantic City lines),  $2\frac{1}{2}$  miles s.e. of Iona, having an extensive manufactory of window glass, a good local trade and a large shipping trade in fruit. Population, 450.

**Malapardis** (Morris co.), a hamlet near Whippany.

**Manahawkin**, or **Manahawken** (Ocean co.), a post village of 800 inhabitants, on the Tuckerton Railroad, 6 miles s.s.w. of Barnegat Junction; supported

by fishing, a large local trade and a shipping trade in oysters, clams, etc.

**Manalapan** (Monmouth co.), a post village 2 miles s.w. of Manalapan Station, a hamlet on the Freehold and Jamesburg Railroad, 3 miles w.n.w. of Freehold. The village is on both sides of the Manalapan (or South) River—the portion on the south bank being locally entitled Manalapanville—which affords power for a grist and a saw mill; it has also a carriage and wagon works and a good local trade. Population, 175.

**Manalapan Station** (Monmouth co.), mail Englishtown. Population, 37.

**Manantico** (Cumberland co.), mail Millville.

**Manasquan** (Monmouth co.), a post village and summer resort on the ocean, at the mouth of the river of the same name, and on the Central Railroad of New Jersey, at the southeastern terminus and junction of the Atlantic extension of the Freehold and Jamesburg Railroad. It has numerous boarding houses, superior facilities for fishing parties, a fine beach for bathing, etc., and a large local trade, a shipping trade in fish, etc., and a large sash and blind manufactory. Population, 1000.

**Manchester** (Ocean co.), a post village of 600 inhabitants, on the Toms River and on the New Jersey Southern Railroad, at the junction of the Toms River and Waretown branch, 5 miles n.e. of Whiting. It has a large local trade, a considerable shipping trade, an extensive manufactory of bagging, etc., and repair shops of the railroad.

**Manchester** (Passaic co.), mail Paterson.

**Mandeville** (Passaic co.), mail Paterson.

**Manningtonville** (Salem co.), a hamlet 4 miles n.e. of Claysville.

**Mansfield and Mansfield Square** (Burlington co.), hamlets; the one 1 mile, the other 3 miles n. of Columbus, the latter being 2 miles e. of Kinkora.

**Mansfield** (Warren co.), mail Washington.

**Mantua** (Gloucester co.), a post village on the Mantua Creek, 1 mile w. of Wenonah; the centre of a fertile district, with a large local trade, a coach factory, and a population of 500.

**Manumuskinn** (Cumberland co.), a post village on the Manumuskinn Creek and on the West Jersey Railroad, 6 miles s.e. of Millville, with a good local trade. The postoffice name is Manamuskin. Manumuskinn Manor is also on the creek 2 miles above. Population, 160.

**Manumuskinn Manor** (Cumberland co.), mail Manumuskinn.

**Manumuskinn Station** (Cumberland co.), mail Port Elizabeth.

**Manunka Chunk** (Warren co.), a village on the Delaware River and on the Delaware, Lackawanna and Western Railroad, 3 miles below Delaware, and at the junction of a short line to Belvidere connecting with the Belvidere Delaware Railroad.

**Maple Grange** (Sussex co.), mail Vernon.

**Maple Park** (Union co.), mail Rahway.



**Maple Shade** (Burlington co.), a hamlet on the Camden and Burlington County Railroad, e. of Merchantville.

**Mapleton** (Middlesex co.), a hamlet on the Raritan Canal,  $1\frac{1}{2}$  miles s. of Kingston and 2 miles n.w. of Plainsborough; it is on the Millstone River, which affords power for a mill.

**Mapleton Grange** (Hudson co.), mail Guttenburgh.

**Mapleton Mills** (Morris co.), mail Chester.

**Mapletown** (Middlesex co.), mail Kingston.

**Maple Valley** (Sussex co.), mail Deckertown.

**Maplewood** (Morris co.), mail Morristown.

**Maplewood** (Essex co.), a hamlet on the Morris and Essex Railroad, 1 mile s.w. of South Orange.

**Mare City** (Camden co.), mail Kirkwood.

**Marion** (Burlington co.), a hamlet near New Lisbon.

**Marion** (Hudson co.), mail Jersey City.

**Marlborough** (Warren co.), a post village on the Paulinskill, 3 miles above Blairstown; with a good local trade and a grist and a lumber mill, the river supplying the power. Population, 175.

**Marlborough** (Cumberland co.), mail Shiloh.

**Marlborough** (Gloucester co.), mail Pitman Grove.

**Marlborough** (Monmouth co.), a post village on the Freehold and Keyport Railroad, 5 miles n. of Freehold, having a large local trade and a good shipping trade in the products of a fertile district. Population, 275.

**Marlborough** (Salem co.), mail Shiloh.

**Marlton** (Burlington co.), a post village midway between Haddonfield and Medford, 6 miles from each, having a good local trade and valuable marl beds. Population, 550.

**Marshall's or Marshall's Corner** (Mercer co.), a hamlet on the Mercer and Somerset Railroad, 3 miles n. of Pennington.

**Marshallville** (Cumberland and Salem cos.), a village 4 miles n.e. of Belleplain and on the Tuckahoe River, 2 miles above Tuckahoe, having a grist and a lumber mill; (2), a hamlet on the Salem Creek, 5 miles n. of Claysville.

**Martha** (Burlington co.), mail Lower Bank.

**Martha Vineyard** (Atlantic co.), mail Egg Harbor.

**Martin's Creek Station** (Warren co.), a station name of Brainard's.

**Martin's Dock** (Middlesex co.), mail New Brunswick.

**Martinsville** (Middlesex co.), a hamlet near Deans.

**Martinsville** (Somerset co.), a post village  $3\frac{1}{2}$  miles n.w. of Bound Brook, with a good local trade. Population, 140.

**Mary Anne Furnace** (Burlington co.), mail New Lisbon.

**Masonicus** (Bergen co.), mail Ramsey's.

**Masonville** (Burlington co.), a post hamlet on the Camden and Burlington County Railroad, 2 miles w. of Hainesport. Population, 163.

**Matawan** (Monmouth co.), a large post village on the Central Railroad of New Jersey, at the intersection of the Freehold and Keyport, 8 miles s.e. of South Amboy and 2 miles s.w. of Keyport. It is a flourishing village, having a large local trade, a valuable shipping trade in the products of a large district, including those of agriculture, fishing and manufactures, and extensive manufactures of sash and blinds, carriages and wagons, bricks, etc.; it has a population of 2699 and its business interests sustain a national bank; it has also a large public hall and an excellent educational institution, Glenwood Institute.

**Matawan Junction** (Monmouth co.), mail Matawan.

**Mathiastown** (Burlington co.), mail Tuckerton.

**Matterson's Corners** (Hunterdon co.), a hamlet near Flemington, on the south branch of the Raritan River.

**Maurice River** (Cumberland co.), mail Ewing's Neck.

**Mauricetown** (Cumberland co.), a post village on the Maurice River (navigable to Millville, 12 miles above) and 2 miles e. of Underwood (Mauricetown Station); it has a population of 600, a large local trade, a valuable shipping trade in fish, canned fruits, etc.; an extensive canning establishment and a steam lumber mill and sustains a newspaper.

**Mauricetown Station** (Cumberland co.), mail Haleyville.

**Maxwell** (Monmouth co.) mail Eatontown.

**Maxwell** (Morris co.), mail Boonton.

**Maxwell** (Sussex co.), mail Andover.

**Mayetta** (Ocean co.), a hamlet on the Tuckerton Railroad, 2 miles s. of Manahawken.

**May's Landing** (Atlantic co.), a post village of 1000 inhabitants, the capital of the county, at the head of navigation on the Great Egg Harbor River, on the West Jersey and Atlantic City Railroad, and the southwestern terminus of a branch of the Camden and Atlantic Railroad; it is 5 miles s.w. of Egg Harbor City, 17 miles e.s.e. of Newfield, and 17 miles w.n.w. of Atlantic City; it has a large local trade, an extensive shipping trade, especially in oysters, clams, and other fish, and in cranberries, and considerable manufactures, including a large cotton works on the Babcock Creek.

**Mayville** (Cape May co.), a hamlet near Cape May Court House.

**Maywood** (Bergen co.), a post hamlet on the New Jersey Midland Railroad,  $1\frac{1}{2}$  miles w. of Hackensack, having a large jewelry manufactory. Population, 132.

**Meadows** (Hudson co.), mail Jersey City.

**Mead's Basin** (Morris co.), mail Boonton.

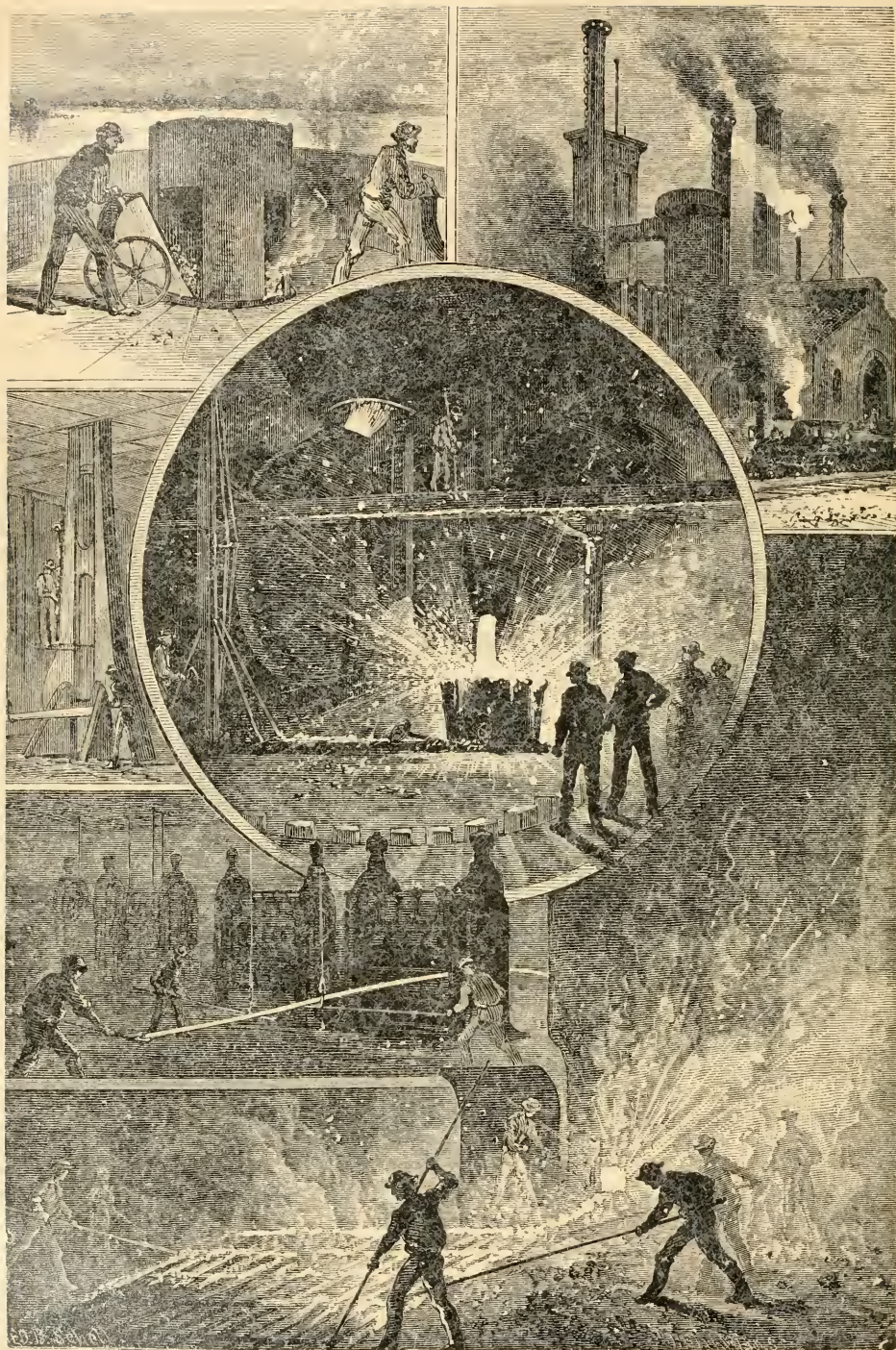
**Mead's Basin** (Passaic co.), a hamlet near Singac.

**Meadtown** (Morris co.), mail Bloomingdale.

**Mechanic's** (Hunterdon co.), mail Whitehouse Station.

**Mechanic's Valley** (Camden co.), a hamlet near Blackwoodtown.





THE MANUFACTURING OF STEEL AND IRON.



**Mechanicsville** (Camden co.) mail Blackwood-town.

**Mechanicsville** (Hunterdon and Monmouth cos.), three hamlets, one in Hunterdon County,  $1\frac{1}{2}$  miles s.e. of Whitehouse Station, and two in Monmouth County, one of which is 1 mile w. of Elberon and the other 1 mile e.s.e. of New Sharon.

**Mechlin's** (Hunterdon co.), mail Mount Pleasant.

**Medford** (Burlington co.), a post village on the Haines Creek, and 7 miles s. of Mount Holly, with which it is connected by the Medford branch of the Camden and Burlington County Railroad; it has a large local trade, a valuable shipping trade in vegetables, fruit, butter, etc., and in marl, and an extensive manufactory of glass ware; the business interests of the village and vicinity support a national bank; the population is upwards of 1000.

**Mendham** (Morris co.), a post village, the western terminus of a short railroad from Morristown, from which it is 7 miles w.s.w.; it has a large local trade and a shipping trade in the products of a fertile district. Population, 450.

**Mendon** (Morris co.), mail Basking Ridge.

**Menlo Park** (Middlesex co.), a post hamlet on the Philadelphia and New York (Pennsylvania through line) Railroad. Population, 200.

**Mercerville** (Mercer co.), a hamlet near Lawrence Station.

**Merchantville** (Camden co.), a post borough on the Camden and Burlington County Railroad,  $4\frac{1}{2}$  miles e. of Camden, having a population of 3093.

**Meredekonk** (Ocean co.), a post village on a river of the same name, 3 miles from the ocean, and 5 miles e.s.e. of Bricksburg, supported by fishing and shipping oysters, clams, etc. Population, 275.

**Meredekonk River** (Ocean co.), mail Meredekonk.

**Meriden** (Morris co.), a mining hamlet near Hibernia.

**Meredith** (Morris co.), mail Boonton.

**Metuchen** (Middlesex co.), a post village of 1400 inhabitants, on the Philadelphia and New York (Pennsylvania through line) Railroad, at the intersection of the Lehigh Valley R. R., having a large local trade.

**Mickleton** (Gloucester co.), a hamlet on the Swedesborough branch of the West Jersey Railroad, 1 mile s.w. of Clarksborough. Population, 120.

**Middle Branch** (Ocean co.), a hamlet on the Tuckerton Railroad, 4 miles n.w. of Barnegat Junction.

**Middle Brook** (Morris co.), mail Dover.

**Middle Brook** (Somerset co.), mail Bound Brook.

**Middlebush** (Somerset co.), a post village on the Millstone and New Brunswick extension of the Mercer and Somerset Railroad, 3 miles e. of Millstone. Population, 82.

**Middleham** (Union co.), mail Elizabeth.

**Middle Tavern** (Cumberland co.), mail Port Norris.

**Middleton** (Essex co.), mail Irvington.

**Middleton**, or **Middleville** (Warren co.), a hamlet

on the Delaware River and the Belvidere Delaware Railroad, 1 mile above Riegelsville.

**Middletown** (Cape May, Monmouth and Salem cos.), a hamlet 1 mile s. of Tuckahoe; (2) a post village on the Central Railroad of New Jersey, 4 miles n.w. of Red Bank and 2 miles w.s.w. of Middletown Station, a hamlet on the Port Monmouth branch of the New Jersey Southern Railroad, 4 miles n. of Red Bank; and (3) a former name of Pentonville. The village (2) has a large local trade, a large interest in the fisheries of the Sandy Hook Bay and the coast, a shipping trade in the products of these, and considerable manufactures of carriages and wagons, etc.

**Middletown** (Cumberland co.), mail Mauricetown.

**Middletown Point** (Monmouth co.), mail Matawan.

**Middletown Station** (Monmouth co.), mail Highland.

**Middle Valley** (Morris co.), a post village on the south branch of the Raritan River and on the High Bridge branch of the Central Railroad of New Jersey, 9 miles n.e. of High Bridge. It has two mills and a good local trade. Population, 113.

**Middleville** (Essex and Sussex cos.), a village 1 mile s.e. of Maplewood, having a large shoe factory; (2) a post village  $6\frac{1}{2}$  miles w. of Newton, and on the Paulinskill, which affords power for a large lumber and a grist mill. Population, 25. (See also MIDDLETON.)

**Middleville** (Warren co.), mail Riegelsville.

**Midland** (Bergen co.), mail Spring Valley.

**Midland Park** (Bergen co.), a post hamlet on the New Jersey Midland Railroad, 5 miles n. of Paterson and 1 mile w. of Ridgewood. Population, 187.

**Midvale** (Hunterdon and Passaic cos.), a hamlet on the Lehigh Valley Railroad,  $2\frac{1}{2}$  miles s.e. of Pattenburgh; and (2) a post hamlet on the Montclair and Greenwood Lake Railroad, 5 miles n. of Pompton Junction. Population, 118.

**Milford** (Burlington, Hunterdon and Mercer cos.), a hamlet on the county-line, with two or three houses in Camden co.,  $4\frac{1}{2}$  miles n.e. of Kirkwood; (2) a post village of 800 inhabitants, on the Delaware River and the Belvidere Delaware Railroad, 4 miles above Frenchtown; and (3) a hamlet 2 miles e. of Robbinsville. The village (2) has two grist mills, etc., and a bridge here spans the Delaware.

**Milford** (Camden co.), mail Berlin.

**Milford** (Passaic co.), mail Newfoundland.

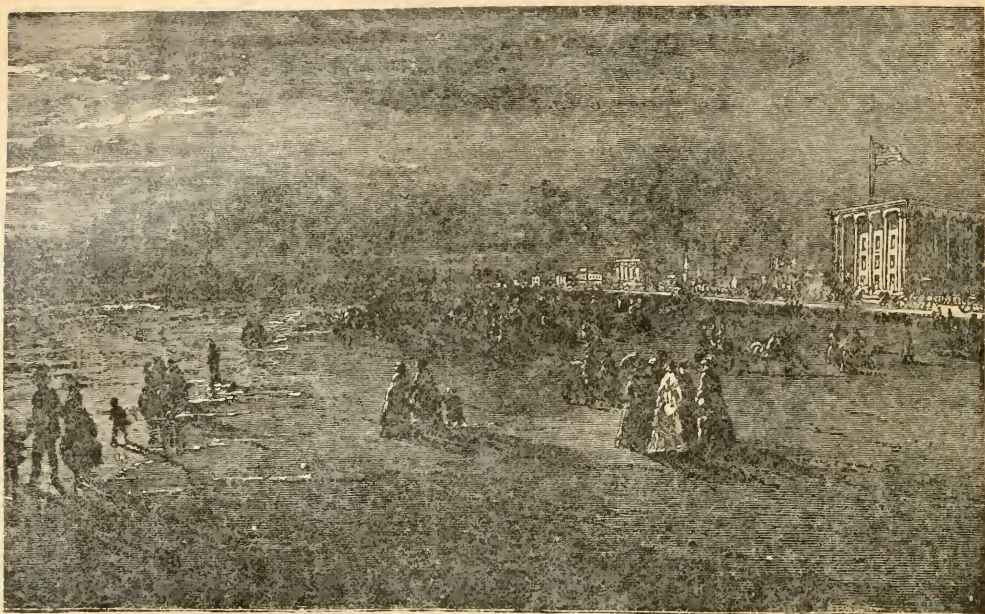
**Millbrook**, or **Mill Brook** (Morris and Warren cos.), a hamlet near Dover, and a post village on the Delaware River, 11 or 12 miles above the Water Gap, having a large grist mill. Population, 150.

**Mill Brook Falls** (Warren co.), mail Calno.

**Millburn** (Essex co.), a post village on the Rahway River and on the Morris and Essex Railroad, 3 miles w.s.w. of South Orange; having manufactures of fur hats, binders' boards, paper, etc., a good local trade and a population of 1030.

**Millersville** (Hunterdon co.), mail Milford.

**Millerton** (Cape May co.), mail Cape May C. H.



SCENE ON THE BEACH AT CAPE MAY.

**Millerton** (Morris co.), mail Bloomingdale.

**Millham** (Mercer co.), a village of 700 inhabitants, a suburb of Trenton, with two manufactories of rubber goods, three potteries, etc.

**Millington** (Morris co.), a post village on the New Jersey West Line Railroad, 3 miles w. of Gillette, having a good local trade, a grist mill, etc. Population, 50.

**Mill Pond** (Somerset co.), mail Somerville.

**Mill Road** (Cumberland co.), a hamlet on the New Jersey Southern Railroad, 2 miles w. of Vineland. Near by, on the Maurice River, is an old mill.

**Millsborough** (Sussex co.), mail Newton.

**Millstone** (Somerset co.), a post village on the river of the same name, and on the Raritan Canal, the northeastern terminus of the Mercer and Somerset Railroad, and the western terminus of the Millstone and New Brunswick (branch) Railroad, and 2½ miles e. of Hamilton (on the Delaware and Bound Brook Railroad). It is the business centre of a fertile agricultural district, and has a large local trade, a large shipping trade in agricultural and manufacturing products, and a population (including East Millstone, a part of the village on the eastern side of the river and canal) of 1500. Millstone Junction is a hamlet at the junction of the Millstone and New Brunswick (branch) Railroad, with the Philadelphia and New York (Pennsylvania through line) Railroad ½ mile s.w. of New Brunswick.

**Millstone** (Monmouth co.), mail Freehold.

**Millstone Junction** (Middlesex co.), mail New Brunswick.

**Milltown** (Burlington, Hunterdon, Middlesex and Union cos.), a hamlet 1 mile s. of Masonville; (2) a

hamlet e. of Tumble; (3) a post village on a creek, 4 miles s. of New Brunswick, which has a large manufactory of rubber shoes; and (4) a village on the Rahway River, 2½ miles s. of Millburn, having a pasteboard manufactory.

**Milltown** (Morris co.), mail Chester.

**Milltown** (Somerset co.), mail North Branch.

**Millville** (Cumberland and Ocean cos.), a city at the head of navigation on the Maurice River and on the West Jersey Railroad, 6 miles s. of Vineland; and (2) a hamlet 4½ miles w. of Barnegat Junction, on the Oyster Creek. The city of Millville had a population in 1870 of 6107, and has, by the census of 1880, 7692—an increase of nearly 25 per cent. in ten years; and it has grown even more rapidly in the direction of substantial progress. It has a large local trade, a very large and valuable shipping trade in fish, fruit, vegetables and manufactured goods, and extensive manufactures, a number of large manufactories of glass ware and window glass, a cotton factory, etc. Its business interests support a national bank and two newspapers.

**Millville** (Essex co.), mail Millburn.

**Millville** (Somerset co.), mail North Branch.

**Millville** (Sussex co.), mail Montague.

**Milton** (Morris and Sussex cos.), a post village on the Pequannock River, 3 miles above Newfoundland, having an iron furnace and mines; population, 303: (2) a hamlet on the Walkill, e. of Quarryville.

**Milton** (Union co.), mail Rahway.

**Milton Lake** (Union co.), mail Rahway.

**Mine Brook** (Somerset co.), mail Somerville.

**Mine Hill** (Morris co.), a translation and a colloquial name of Ferromonte. Population, 63.



**Mines** (Morris co.), a mining village, the southwestern terminus of the Green Pond Railroad,  $3\frac{1}{2}$  miles s.w. of Charlotteburg, having valuable mines of iron and one of copper ore.

**Mones Mill** (Cumberland co.), mail Deerfield Street.

**Mones Station** (Hunterdon co.), mail Brownsburgh, Pa.

**Moniees Island** (Gloucester co.), mail Repaupo.

**Monkeytown** (Ocean co.), mail Barnegat.

**Monks** (Passaic co.), a hamlet on the Montclair and Greenwood Lake Railroad, 2 miles n.w. of Ringwood Junction.

**Monmouth Beach** (Monmouth co.), a hamlet and summer resort on the Sandy Hook peninsula and the New Jersey Southern Railroad, 3 miles n. of Long Branch.

**Monmouth Court House** (Monmouth co.), the original name of Freehold.

**Monmouth Junction** (Middlesex co.), a post hamlet on the Philadelphia and New York (Pennsylvania through line) Railroad, at the intersection of the Rocky Hill extension of the Freehold and Jamesburg Railroad. Population, 151.

**Monroe** (Gloucester co.), mail Williamstown.

**Monroe** (Middlesex co.), mail Jamesburgh.

**Monroe** (Morris co.), mail Morristown.

**Monroe** (Salem co.), mail Monroeville.

**Monroe** (Sussex co.), a post village on the Sussex Railroad,  $\frac{1}{2}$  mile n.w. of LaFayette, having a broom factory and 2 grist mills. Population, 202.

**Monroe Forge** (Atlantic co.), a hamlet on the South River, and 2 miles s.w. of May's Landing.

**Monroeville** (Salem co.), a post village on the Bridgeton branch of the West Jersey Railroad, 3 miles north of Elmer. Population, 303.

**Montague** (Sussex co.), a post village on the Delaware River, opposite Milford, Pa., and 7 miles s.w. of Port Jervis, N. Y. Population, 125.

**Montana** (Warren co.), a post hamlet 3 miles s.w. of Rocksburgh. Population, 100.

**Montclair** (Essex co.), a post village on the Montclair and Greenwood Lake, at the intersection of the Morris and Essex Railroad, 5 miles n.n.w. of Newark; it has an extensive paper mill, where a large amount of pasteboard is manufactured, a large local trade, and a considerable shipping trade in the products of a fertile district and in articles manufactured here and in the vicinity. Upper Montclair is a post village adjoining Montclair on the north, with a separate station on the Montclair and Greenwood Lake Railroad; it has many fine residences upon the eastern slope of the Orange Mountains. Montclair Heights, a little farther north, a hamlet on the same railroad. The three are in fact but parts of one continuous village along the mountain side, at once beautiful and healthful, with an aggregate population of 5146.

**Montclair Heights** (Essex co.), mail Montclair.

**Montgomery** (Essex and Somerset cos.), a hamlet on the Montclair and Greenwood Lake Railroad, 2

miles n.w. of Woodside; and a post hamlet near Neshanic. Population, 50.

**Montgomery Print Works** (Essex co.), mail Bloomfield.

**Montrose** (Essex co.), a hamlet near South Orange.

**Montrose** (Monmouth co.), mail Marlborough.

**Montrose** (Morris co.), mail Chester.

**Montvale** (Bergen co.), a post hamlet on the New Jersey and New York Railroad, 1 mile n.e. of Park Ridge. Population, 150.

**Montville** (Morris co.), a post village on the Den-ville branch of the Delaware, Lackawanna and Western Railroad and the Morris Canal, 2 miles n.e. of Boonton; it has an iron works, a tannery and a grist mill. Population, 150.

**Moorehousetown** (Essex co.), a hamlet on the Passaic River, opposite Hanover.

**Moore's** (Mercer co.), a hamlet on the Delaware River and the Belvidere Delaware Railroad, 2 miles above Titusville.

**Moorestown** (Burlington co.), a post village on the Camden and Burlington County Railroad, with two stations called respectively West Moorestown and East Moorestown,  $8\frac{1}{2}$  miles e. of Camden; it has a large local trade, a valuable shipping trade in garden, orchard and dairy and manufacturing products, and considerable manufactures, including an extensive canning establishment, a large grist mill, etc.; the population is 2300.

**Moreland** (Morris co.), mail Green Village.

**Morgan** (Middlesex co.), a hamlet on the Central Railroad of New Jersey, 2 miles s. of South Amboy.

**Morgan Hill** (Union co.), a hamlet near Westfield.

**Morganville** (Monmouth co.), a post hamlet on the Freehold and Keyport Railroad, 3 miles n. of Hillsdale. Population, 400.

**Morrow's Mills** (Passaic co.), mail Hawthorne.

**Morris' Mills** (Monmouth co.), mail Manalapan.

**Morris' Plains** (Morris co.), a post village on the Morris and Essex Railroad,  $2\frac{1}{2}$  miles north of Morristown, having numerous mills, etc. Population, 955.

**Morris' Station** (Camden co.), mail Palmyra.

**Morristown** (Morris co.), a city of 6838 inhabitants, the capital of the county, and the centre of the comprehensive railroad system of Northern New Jersey, embracing the Morris and Essex Railroad, with branch and local lines, leased or owned by the Delaware, Lackawanna and Western Company, which connect directly with the several lines of the Central Railroad of New Jersey, the New Jersey Midland and Sussex Railroads. It has a very large internal local trade and a large and valuable export trade in the great mineral and the extensive agricultural products of the rich country surrounding it, and in the varied manufactures of its own great establishments and of the manufacturing towns for miles around; its own manufacturing establishments comprise an immense iron works, numerous other iron works, furnaces, forges, mills, etc., a large paper mill, and

other mills and factories; its varied business interests support two prosperous national banks and three newspapers; it has also a fine public library, an orphan asylum and several educational institutions of high standing. It is likewise a favorite summer resort, in consequence partly of its historical associations as twice the headquarters of General Washington and his heroes, but more of its peculiar situation on a high table-land, surrounded by picturesque ranges of hills and enjoying a remarkably pure, healthful air and an abundance of pure, sweet, cool water; for the accommodation of its summer visitors, it has five superior hotels and many excellent boarding houses; the city is handsomely laid out, kept well cleaned and lighted with gas.

**Morrisville** (Camden co.), mail Merchantville.

**Morrisville** (Monmouth co.), a post village, 3 miles s.w. of Middletown. Population, 175.

**Morrisville** (Morris co.), mail Morristown.

**Morrisville** (Sussex co.), mail Hamburg.

**Mosstown** (Passaic co.), a hamlet near Monks.

**Mountainhouse** (Essex co.), mail South Orange.

**Mountainhouse** (Bergen co.), mail Englewood.

**Mountain Station** (Essex co.), mail South Orange.

**Mountain View** (Passaic co.), a post village on the Pompton River entrance into the Passaic, on the Morris Canal, and at the intersection of the Denville branch of the Delaware, Lackawanna and Western and the Montclair and Greenwood Lake Railroads; it has a large powder mill and a brickyard. Population, 187.

**Mountainville** (Hunterdon co.), a post village near Califon, having a grist mill, etc. Population, 125.

**Mount Airy** (Hunterdon co.), near Lambertville.

**Mount Airy** (Somerset co.), mail Basking Ridge.

**Mount Bethel** (Union co.), mail New Brooklyn.

**Mount Bethel** (Somerset and Warren cos.), two hamlets, the one 3 miles s. of Millington, the other 2 miles w. of Rockport.

**Mount Bethel** (Hunterdon co.), mail Anthony.

**Mount Crescent** (Union co.), mail Plainfield.

**Mount Ephraim** (Camden co.), a post village, the southeastern terminus of the Camden, Gloucester and Mount Ephraim Railroad,  $5\frac{1}{2}$  miles s.e. of Camden. Population, 60.

**Mount Freedom** (Morris co.), a post village 3 miles e. of Ironia, on the Whippany River, having an iron mine, but not now operated; its support is derived from trade and agriculture. Population, 150.

**Mount Hebron** (Essex co.), mail Montclair.

**Mount Hemhel** (Morris co.), mail Morristown.

**Mount Hermon** (Warren co.), a post hamlet 4 miles n.e. of Delaware. Population, 100.

**Mount Hill** (Union co.), mail Elizabeth.

**Mount Holly** (Burlington co.), a city, the capital of the county, and the business centre of an extended farming district, one of the finest in the State, on the Rancocas Creek, on the Burlington and Mount Holly branch of the Camden and Amboy Railroad,

and  $\frac{1}{2}$  mile n. of Mount Holly Junction, where the said road joins the Camden and Burlington County Railroad, and whence the Medford Railroad extends southward; it takes its name from a beautiful hill, 200 feet high; it has a very large local trade, an extensive and valuable export trade in the products of market gardens, orchards, dairies and manufacturing establishments, and varied manufactories of large extent, including two foundries, a cotton works, a large spool-thread and cotton manufactory, manufactories of turbine wheels, ploughs, machinery, etc.; its business interests sustain three national banks and two newspapers. Its population is 4621.

**Mount Holly Junction** (Burlington co.), mail Mount Holly.

**Mount Hood** (Somerset co.), mail Bound Brook.

**Mount Hope** (Morris co.), a post village, the northeastern terminus of the Mount Hope Mineral Railroad, by which it is 4 miles n.e. of Port Oram, and the northwestern terminus of the Mount Hope branch of the Morris and Essex Railroad, by which it is  $3\frac{1}{2}$  miles n.w. of Rockaway. It has several and is surrounded by many very valuable mines of superior iron ore, which are in profitable operation. It has a large local trade and shipping.

**Mount Horeb** (Somerset co.), near Mount Bethel.

**Mount Joy** (Somerset co.), mail Warrenville.

**Mount Joy** (Hunterdon co.), a hamlet on the Delaware River at the mouth of the Musconetcong, and on the Belvidere Delaware Railroad (Durham Station), 2 miles above Holland, and  $\frac{3}{4}$  mile below Riegelsville, which is on the opposite shore of the Musconetcong.

**Mount Laurel** (Burlington co.), a post village 4 miles s.e. of Moorestown, supported by fruit, truck and dairy farming. Population, 103.

**Mount Lebanon** (Hunterdon co.), mail Anthony.

**Mount Lucas** (Mercer co.), mail Princeton.

**Mount Misery** (Burlington co.), a hamlet 4 miles n.w. of Woodmansie.

**Mount Olive** (Morris co.), a post village on the Budd's Creek, 1 mile from its source in Budd's Lake, and the northeastern end of Schooley's Mountain (see Schooley's Mountain), 2 miles n.w. of Bartleyville. Until recently it has been chiefly a delightful summer resort, but the discovery of a superior iron ore here has led to the opening of mines, and, though still an enticing resort, it is now a thriving mining village. Population, 200.

**Mount Olive Mines** (Morris co.) mail Flanders.

**Mount Pisgah** (Sussex co.), a hamlet and summer resort on the Culver's Pond, 1 mile from Branchville.

**Mount Pleasant** (Atlantic, Cape May, Gloucester, Hunterdon, Monmouth and Morris cos.)—(1) a hamlet 1 mile n.e. of Pleasantville; (2) a hamlet on the West Jersey Railroad,  $2\frac{1}{2}$  miles e.s.e. of Woodbine; (3) a hamlet near Pitman Grove; (4) a post village, 2 miles e. of Milford, having a grist mill, population 125; (5) a hamlet on the Freehold and Keyport



Railroad, 2 miles s. of Matawan; and (6) a mining hamlet near Port Oram, with valuable mines.

**Mount Pleasant** (Essex co.) mail Newark.

**Mount Pleasant** (Somerset co.), mail Somerville.

**Mount Pleasant** (Middlesex co.), mail Rahway.

**Mount Pleasant Mills** (Camden co.), mail Blackwoodtown.

**Mount Pleasant Mines** (Morris co.), mail Dover.

**Mount Prospect** (Essex co.), mail Montclair.

**Mount Relief** (Ocean co.), mail Whiting.

**Mount Relief** (Burlington co.), near Mount Misery.

**Mount Retirement** (Sussex co.), mail Deckertown.

**Mount Rose** (Mercer co.), a post village  $2\frac{1}{2}$  miles s.e. of Hopewell. Population, 150.

**Mount Salem** (Sussex co.), a post hamlet on the northeastern boundary of the State, 5 miles n.w. of Quarryville. Population, 51.

**Mount's Dock** (Monmouth co.) mail Navasink.

**Mount's Mills** (Middlesex co.), mail Englishtown.

**Mount Station** (Essex co.) a hamlet on the Morris and Essex Railroad, 1 mile n.e. of South Orange.

**Mount Tabor** (Morris co.), mail Denville.

**Mount Vernon** (Essex co.), mail Caldwell.

**Mount Vernon** (Sussex co.), mail Hamburgh.

**Mount Welcome** (Essex co.), mail Newark.

**Muddy Run Sawmill** (Cumberland co.), mail Rosenhayn.

**Mulberry Place** (Morris co.), mail Denville.

**Mulford** (Union co.), mail Roselle.

**Mullica Hill** (Gloucester co.), a post village on the Raccoon Creek, 5 miles e. of Swedesborough, and 5 miles w.n.w. of Pitman Grove; it has a foundry, a machine shop, a grist mill, a large local trade, and a population of about 800. Mullica Hill Road is a hamlet on the turnpike to Mullica Hill.

**Mullica Hill Road** (Gloucester co.), mail Woodbury.

**Mullicias** (Atlantic co.), mail Elwood.

**Murphy** (Camden co.), mail Winslow.

**Murray Hill** (Union co.), a hamlet on the New Jersey West Line Railroad, 2 miles s.w. of West Summit.

**Musconetcong** (Warren co.), a hamlet on the Lehigh Valley Railroad and on the Musconetcong River, opposite Bloomsburg.

**Myrtle** (Sussex co.), mail Newton.

**Myrtle Grove** (Sussex co.), a hamlet  $3\frac{1}{2}$  miles s.w. of Augusta.

**Myrtle Hill** (Morris co.), mail Mendham.

**Naughtrights** (Morris co.), mail Naughtrightville.

**Naughtrightville** (Morris co.), a post village on the High Bridge branch of the Central Railroad of New Jersey, at the junction of the Chester branch, 12 miles n.e. of High Bridge and 5 miles w. of Chester; it is on the South Branch of the Raritan River, which affords power for a grist mill, but it is mainly inhabited by railroad employees; the station name is Naughtright. Population, 201.

**Navazund** (Monmouth co.), mail Navasink.

**Navasink** (Monmouth co.), a post village on the Sandy Hook Bay, at the mouth of the Navasink River,  $2\frac{1}{2}$  miles e. of Middletown Station; it has a good local trade and a large interest in fisheries, but it derives a large part of its prosperity from summer visitors, being a favorite resort of persons seeking a quiet retreat by the seashore. Population, 453.

**Neighborville** (Morris co.), mail Middle Valley.

**Neither Pond** (Union co.), mail Plainfield.

**Neshanic** (Somerset co.), a post village on the South Branch of the Raritan River,  $\frac{3}{4}$  mile s.w. of Neshanic station of the Lehigh Valley and the Flemington and Somerville branch of the Central Railroad of New Jersey, which is  $5\frac{1}{2}$  miles e. of Flemington Junction; Neshanic has a grist mill and a good local trade. Population, 117.

**Neshanic Station** (Somerset co.), mail Neshanic.

**Netherwood** (Union co.), a hamlet near Westfield.

**Nevy** (Bergen co.), mail Norwood.

**New Albany** (Burlington co.), a hamlet 2 miles e. of Riverton.

**Newark** (Essex co.), a city, a port of entry, and the capital of the county; the largest, most populous and wealthiest city of the State, and the third city of the nation in manufactures, is situated on the Passaic River, and the southern part of its eastern border is washed by the Newark Bay; the site of the city was selected by a committee sent by certain towns of New England, in 1665, as one peculiarly adapted to "the purposes and pursuits of a town," and in May, 1666, the first colony of 30 families from Guilford, Connecticut, settled on the Passaic, a mile or a mile and a half from its bend southward, near by where is now located the Centre Street Depot of the Pennsylvania Railroad; others followed from Branford and other towns, and in June, 1667, the population of Newark was stated to be "sixty-five efficient men, besides women and children;" from this time it steadily grew in population and importance, but its growth was not very rapid until after the revolution; its most remarkable growth has, however, been in the last half century—in 1830, its population was 10,950; in 1850, 38,953; in 1870, 105,131, and in 1880, 136,400. Its increase in substantial wealth has been even more wonderful, chiefly as the fruit of liberal enterprise in the extension of its manufactures, for, though it has a fine harbor, easy access to the ocean, and all the facilities for a large foreign commerce, its proximity to New York city must necessarily prevent, as it has prevented, its becoming a great commercial centre, while the same nearness of the great metropolis has favored the development of Newark into one of the leading manufacturing centres of the continent. The domestic commerce of Newark is very extensive and valuable, and its foreign commerce is also large and profitable, although a large proportion, especially of the imports, which belongs properly to this city, is diverted to and credited to the New York customs district. The manufactures comprise a great variety of

DELAWARE RIVER FROM CAMDEN—SHOWING THE PHILADELPHIA DOCKS AND CAMDEN FERRIES.





branches, among the leading ones being jewelry, cotton thread, machinery and iron and steel products of many kinds, leather, harness, boots and shoes, clothing, etc., etc.; a single establishment, making cotton thread, has an immense mass of buildings which cost nearly a million dollars for its erection; the census of 1870 stated the value of the products for a single year at nearly \$40,000,000, which has since increased to an annual value of not much less than \$75,000,000. Valuable quarries of brown-stone are also in operation in the outskirts. Newark is completely connected by rail with all parts of the continent, is intersected by the Morris Canal, has horse railways to Belleville, Orange, South Orange, etc., and steamboats to New York, and it has railroad communication with New York at intervals of about 15 minutes during the greater part of the day. The city is regularly laid out, the main streets being wide and straight; the supply of water is ample and the quality excellent; the city is thoroughly drained and lighted, and has a number of fine parks and public squares; the buildings of the business portions of the city are substantial and many of them elegant, while the dwelling houses are plentiful in number and mostly of a good size and comfortable, with a large number of princely mansions, especially in the western and southwestern sections.

**New Bargain** (Monmouth co.), a hamlet on the Manasquan River, and 2 miles s. of Fairfield.

**New Bedford** (Monmouth co.), a post village on the Shark River, 1 mile above Ocean Beach, supported by fishing, etc. Population, 153.

**New Bedford** (Sussex co.), mail Milton.

**New Boston** (Salem co.), a hamlet 5 miles w. of Husted.

**Newbold's Corner** (Burlington co.), mail Mount Holly.

**New Branch** (Monmouth co.), a post hamlet near Ocean Grove. Population, 314.

**New Bridge** (Bergen co.), a post village on the New Jersey and New York Railroad, n. of Hackensack. Population, 175.

**New Brooklyn** (Camden co.), mail Sicklerville.

**New Brooklyn** (Gloucester and Middlesex cos.), a hamlet on the Great Egg Harbor River, and 2 miles n.e. of Williamstown, having a glass works; (2) a post village on the Lehigh Valley Railroad, 3 miles n.w. of Perth Amboy, having a good local trade, a grist and a saw mill.

**New Brunswick** (Middlesex co.), a city, the capital of the county, at the head of navigation on the Raritan River, the eastern terminus of the Raritan Canal, on the Philadelphia and New York (Pennsylvania through line) Railroad, and  $\frac{1}{2}$  mile n.e. of Millstone Junction, the eastern terminus of the Millstone and New Brunswick Railroad. It has a very large local trade, an extensive and valuable domestic commerce, and extensive and varied manufactures, having in the line of india-rubber goods alone three of the largest factories

on this continent, altogether employing about 2000 hands; besides which it has four shoe factories, two sash and blind, one metal screw and two large paper-hanging manufactories, and manufactories of hosiery, carpets, etc. The population in 1880 was 17,314.

**Newburgh** (Warren co.), mail Beattystown.

**New Columbia** (Atlantic co.), a hamlet 4 miles n.e. of Decosta.

**New Denmark** (Gloucester co.), a post hamlet 2 miles s.w. of Williamstown and 5 miles e. of Clayton.

**New Dover** (Middlesex co.), a hamlet 1 mile n.w. of Uniontown.

**New Durham** (Hudson and Middlesex cos.), a post village on the New Jersey Midland and the Northern Railroad of New Jersey, 1 mile n. of Homestead, having a chamois-skin tannery; population, 350; (2) a hamlet near Metuchen.

**New Egypt** (Ocean co.), a post village on the Pemberton and Hightstown Railroad, 8 miles n.e. of Lewistown, in the western corner of the county. It has a large local trade, a considerable shipping trade in agricultural and manufacturing products, extensive manufactures of carriages and wagons, cigars and tobacco, flour, etc.; and a population of 800.

**New England Cross Roads** (Cumberland co.), a hamlet near Cedarville.

**Newfield** (Gloucester co.), a post village on the West Jersey Railroad, at the junction of the Atlantic City branch, 30 miles s.s.e. of Camden,  $34\frac{1}{2}$  miles n.w. of Atlantic City, and 51 miles n.n.w. of Cape May. It has a good local trade, a considerable shipping trade in fruit (canned and fresh) and other products of the vicinity, and a large lumber mill. Population, 200.

**Newfoundland** (Morris co.), a post village on the Pequannock River and on the New Jersey Midland Railroad,  $2\frac{1}{4}$  miles n.w. of Charlotteburg, with a large local trade. Population, 500.

**New Germantown** (Hunterdon co.), a post village  $7\frac{1}{2}$  miles e. of High Bridge, the centre of a fertile district, with a large local trade. Population, 250.

**New Germany** (Atlantic co.), mail Hammonton.

**New Gretna** (Burlington co.), a post village on the Bass, 1 mile from the Wading and 2 miles from the Little Egg Harbor River, and  $6\frac{1}{2}$  miles w. of Edge Cove; supported by extensive fisheries, cranberry culture and a valuable local trade, with important aid from the visits of private fishing parties. Population, 802.

**New Guttenburgh** (Hudson co.), mail Guttenburgh.

**New Half Way** (Ocean co.), mail Woodmansie.

**New Hampton** (Hunterdon co.), a post village on the Musconetcong River,  $\frac{1}{2}$  mile w. of Junction. Population, 175.

**New Hempstead** (Bergen co.), mail Spring Valley.

**New Iselin** (Burlington co.), mail Woodmansie.

**New Jersey Midland Junction** (Sussex co.), mail Franklin Furnace.

**New Jerusalem** (Hunterdon co.), mail New Germantown.

**Newkirk** (Salem co.), a hamlet on the Salem branch of the West Jersey Railroad, near Elmer.

**New Lisbon** (Burlington co.), a post village on the Rancocas Creek and on the Pemberton and Whiting branch of the New Jersey Southern, at the junction of the south extension of the Kinkora and Pemberton branch of the Camden and Amboy Railroad. It has a lumber and a grist mill and a good local trade. Population, 302.

**New Market** (Warren co.), mail Karrsville.

**New Market** (Hunterdon and Middlesex cos.), a hamlet 4 miles s.s.e. of Ringoes Station; and a post village on the Lehigh Valley Railroad,  $3\frac{1}{2}$  miles e. of Bound Brook, with two wagon factories. Population, 571.

**New Milford** (Bergen co.), a village on the Hackensack River and on the New Jersey and New York Railroad,  $4\frac{1}{2}$  miles n. of Hackensack, having a post-office called Spring Valley and a grist mill.

**New Monmouth** (Monmouth co.), a post village  $2\frac{1}{2}$  miles n. of Middletown and 2 miles w. of Hop-ping, in a beautiful and delightful situation, and largely composed of country seats of New York, Jersey City and Newark business men, and having a permanent population of scarcely 100, mostly fishermen and local tradesmen. Population, 51.

**New Paterson** (Sussex co.), a hamlet near Newton.

**New Patersonville** (Burlington co.), a hamlet 2 miles s.e. of Palmyra.

**Newport** (Cumberland co.), a post village on the Nantuxent Creek, 2 miles n.e. of Fortescue Beach and 2 miles s.w. of Newport Station, a hamlet on the Bridgeton and Port Norris Railroad,  $3\frac{1}{2}$  miles s.e. of Cedarville. The village has a grist mill, a large local trade and considerable interest in fisheries along the bay. Population, 200.

**Newport Station** (Cumberland co.), mail Newport.

**Newport Mills** (Cumberland co.), mail Newport.

**New Prospect** (Bergen co.), mail Hohokus.

**New Prospect** (Ocean co.), a hamlet 5 miles n.w. of Bricksburg.

**New Providence** (Union co.), a post village on the Morris and Essex Railroad,  $\frac{3}{4}$  mile n.w. of Summit. Population, 225.

**New Salem** (Hunterdon co.), mail New Hampton.

**New Sharon** (Monmouth co.), a post village on the Pemberton and Hightstown Railroad, 4 miles s. of Hightstown, with a large local trade and a considerable shipping trade in vegetables, fruit, butter, etc. The station name is Sharon. Population, 93.

**Newton** (Passaic co.), mail Paterson.

**Newton** (Sussex co.), a post town of 2513 population, the capital of the county, less than a mile from Newton Junction, on the Sussex Railroad, from which a short branch road extends to Newton. Newton is about 10 miles n. of Waterloo station of the Morris and Essex Railroad, being the chief business centre of a

large district abounding in agricultural and mineral wealth, and embracing many manufacturing villages and hamlets. It has a very large local trade and an extensive and very valuable export trade in the various products of the district; it has also considerable manufactures, including a large foundry, a machine shop, a very large shoe factory, etc. It has two national banks, a public library, a public hall and two newspapers. It is a very handsome town, in the midst of picturesque scenery, is extremely healthy, is well lighted with gas, is in the line of considerable travel to the Kittatinny Mountains, and is a favorite halting place of summer tourists.

**Newton Junction** (Sussex co.), mail Newton.

**Newton Mills** (Camden co.), mail Collingwood.

**Newton Mines** (Morris co.), mail Hanover.

**Newtonville** (Atlantic co.), mail Cedar Lake.

**Newtown** (Mercer and Middlesex cos.), the station name of Robbinsville; (2) a hamlet 3 miles n.w. of Stelton and 3 miles s.w. of South Plainfield.

**New Vernon** (Morris co.), a post hamlet 3 miles s. of Morristown, with a large basket factory. Population, 302.

**New Village** (Warren co.), a post hamlet on the Morris Canal, and 2 miles w. of Broadway. Population, 44.

**Niece's** (Hunterdon co.), a hamlet on the Delaware River and the Belvidere Delaware Railroad, 1 mile above Raven Rock.

**Niles Avenue** (Hudson co.), mail Guttenburgh.

**Nine Mile Run** (Somerset co.), a hamlet 4 miles n. of Monmouth Junction.

**Nolen's Point** (Morris co.), mail Woodport.

**Nortonville** (Gloucester co.), mail Bridgeport.

**North Bergen** (Hudson co.), a former post village, now a part of Jersey City, with a sub-postoffice.

**North Bend** (Burlington co.), mail Moorestown.

**North Belleville** (Essex co.), mail Avondale.

**North Branch** (Somerset co.), a post village on the north branch of the Raritan River, and 1 mile from North Branch depot, a post hamlet on the Central Railroad of New Jersey,  $4\frac{1}{2}$  miles (by rail) n.w. of Somerville. The village has a lumber and a grist mill and a large local trade. Population, 400.

**North Caldwell** (Essex co.), mail Caldwell.

**North Cedarville** (Cumberland co.), mail Cedarville.

**North Crosswicks** (Mercer co.), a hamlet on the Crosswicks Creek, opposite Crosswicks.

**North Dennisville** (Cape May co.), mail Dennisville.

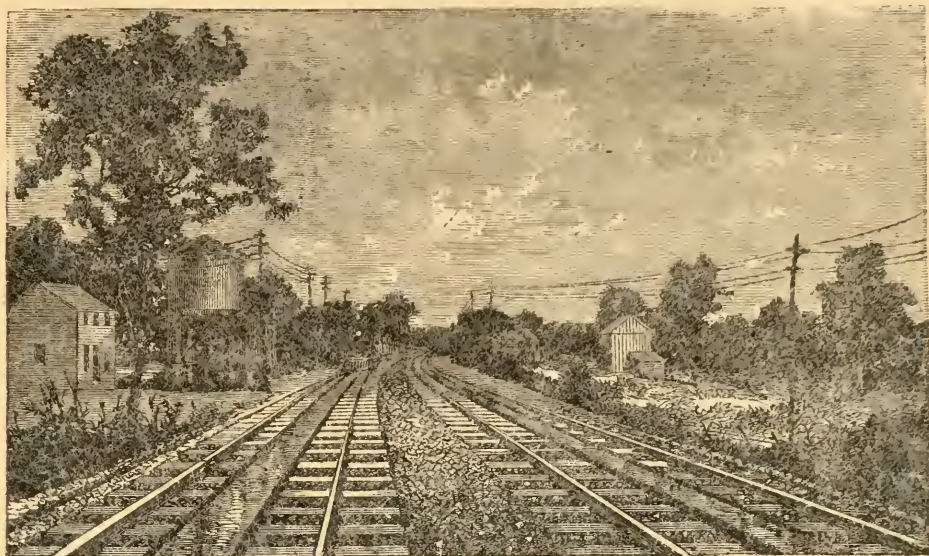
**North Elizabeth** (Union co.), mail Elizabeth.

**Northfield** (Essex co.), a hamlet 4 miles n. of Millburn.

**North Hammonton** (Atlantic co.), mail Hammonton.

**North Hammonton** (Camden co.), a hamlet on the New Jersey Southern Railroad, 2 miles n.e. of Winslow Junction and 4 miles n. of Hammonton.





VIEW ON THE NEW YORK, LAKE ERIE AND WESTERN RAILWAY.

**North Hoboken** (Hudson co.), mail Weehawken.

**North Lawn** (Morris co.), mail Madison.

**North Newark** (Hudson co.), mail Newark.

**North Orange** (Essex co.), mail Orange.

**North Pemberton** (Burlington co.), mail Pemberton.

**North Pennsville** (Burlington co.), mail Palmyra.

**North Plainfield** (Somerset co.), a hamlet on the Green Brook, opposite Plainfield.

**North Point** (Hudson co.), mail Jersey City.

**North Providence** (Union co.), mail New Providence.

**North Swamp** (Monmouth co.), mail Middletown.

**North Troy** (Morris co.), mail Boonton.

**North Vernon** (Sussex co.), a hamlet n. of Vernon.

**North Vineland** (Cumberland co.), a post village on the West Jersey Railroad, 1 mile s. of Newfield and 3 miles n. of Vineland, supported by the cultivation and exportation of grapes, pears, etc., and having a good local trade; domestic wines are also made and exported. Population, 100.

**Norton** (Hunterdon co.), a post village about equidistant from High Bridge, Asbury Station, Bethlehem and Pattenburg, having a tannery. Population, 203.

**Nortonville** (Gloucester co.), a hamlet on the Delaware River at the mouth of the Old Man's Creek,  $1\frac{1}{2}$  miles n.w. of Union Square.

**Norwood** (Bergen co.), a post village on the Northern Railroad of New Jersey, with a station on the Jersey City and Albany, 2 miles s.s.w. of Tappan, N. Y., having a large local trade, and extensive manufactories of flowers and paints. Population, 351.

**Notch** (Passaic co.), mail Paterson.

**Nottingham** (Mercer co.), a hamlet s. of Trenton.

**Nugentown** (Burlington co.), mail Tuckertown.

**Nutley** (Essex co.), mail Belleville.

**Oak Cliff** (Hudson co.), mail Guttentunburgh.

**Oak Dale** (Hunterdon co.), a post hamlet on the Flemington branch of the Belvidere Delaware Railroad, 3 miles n.e. of Lambertville.

**Oakford** (Ocean co.), a hamlet adjoining or part of New Egypt.

**Oak Grove** (Monmouth co.), mail Keyport.

**Oak Grove** (Hunterdon co.), a post hamlet 5 miles e. of Frenchtown, with a wagon factory.

**Oak Hill** (Essex co.), mail Belleville.

**Oak Hill** (Passaic co.), a hamlet on the Pequannock River, 2 miles w.s.w. of Newfoundland.

**Oakland** (Camden co.), mail Camden.

**Oakland** (Union co.), mail Cranford.

**Oakland** (Bergen and Salem cos.), a post village on the Ramapo River and on the New Jersey Midland Railroad, 3 miles e.n.e. of Pompton Junction, having a large local and shipping trade and extensive manufactures of wooden printing type, woolen fabrics, carriages and wagons, flour, etc.; population, 149; (2) a hamlet on the Salem branch of the West Jersey Railroad, 2 miles w.s.w. of Yorketown.

**Oakland** (Mercer co.), mail Trenton.

**Oakland Hall** (Essex co.), mail Bloomfield.

**Oak Ridge** (Passaic co.), a post village on the New Jersey Midland Railroad,  $1\frac{1}{2}$  miles n.w. of Newfoundland, with a good local trade. Population, 45.

**Oak Ridge** (Union co.), mail Rahway.

**Oak Shade** (Monmouth co.), mail Keyport.

**Oak Summit** (Hunterdon co.), mail Mount Pleasant.

**Oak Tree** (Middlesex co.), a hamlet between South Plainfield and Uniontown, 2 miles from each.

**Oakville** (Morris co.), mail Parsippany.

**Oakville** (Atlantic co.), a village on the Oak Creek,  $1\frac{1}{2}$  miles w. of the Great Egg Harbor River, supported by fishing and cranberry culture.

**Oakwood Hill** (Union co.), mail Plainfield.

**Ocean Beach** (Monmouth co.), a post village and summer resort at the mouth of the Shark River, and on the Central Railroad of New Jersey, 3 miles s. of Ocean Grove; it has excellent accommodations for guests, and the river, which expands just above here into a bay fully two miles wide and is nearly a mile across at this point, affords the best facilities for boating, fishing and bathing, while the beach is also very fine. Population, 350.

**Ocean City** (Burlington co.), mail Tuckerton.

**Ocean City** (Cape May co.).

**Ocean Grove** (Monmouth co.), a post village and summer resort on the Central Railroad of New Jersey, 6 miles s. of Long Branch, and on a beautiful lake, 300 feet across, which separates it from Asbury Park; it has ample accommodations for visitors and a fine beach for bathing. Population, 800.

**Oceanic** (Monmouth co.), a post village on a narrow strip between the Navasink River and Shrewsbury Inlet, 3 miles w.n.w. of Red Bank; it has a resident population of 700, largely fishermen and local tradesmen, though it has also a canning establishment, while the northern part of the village, often distinctively styled Port Washington, extending to and along the Navasink, consists of country seats, summer cottages, with two good hotels for summer boarders; the scenery here is very fine, the temperature delightful, and the facilities for boating, fishing and bathing unexcelled.

**Ocean Mills** (Monmouth co.), mail Deal.

**Ocean Park** (Monmouth co.), mail Asbury Park.

**Oceanport** (Monmouth co.), a post village at the southern extremity of the Shrewsbury Inlet, and on the New Jersey Southern Railroad, 1 mile e. of Eatonton, and 1 mile w. of Branchport, having a large and valuable export trade in oysters, etc. Population, 400.

**Ocean View** (Cape May co.), a post village at the head of Corson's Inlet, and  $1\frac{1}{2}$  miles e. of South Seaville, supported by fishing. Population, 201.

**Oceanville** (Atlantic co.), a post hamlet near Leeds Point, having a grist mill, etc. Population, 100.

**Oceanville** (Cape May co.), mail Seaville.

**Oceanville** (Monmouth co.), mail Deal Beach.

**Ogdens** (Gloucester co.), a hamlet on the Swedesborough branch of the West Jersey Railroad,  $3\frac{1}{2}$  miles w.s.w. of Woodbury.

**Ogdensburg** (Sussex co.), a post village on the Wallkill and on the New Jersey Midland Railroad, 8 miles direct (but more than twice that distance by rail), e.n.e. of Newton; one of the most important villages of the Franklinite and zinc mining district; it has a large local trade and a valuable export trade in the products of the mines, etc.; there are several zinc

mines and two valuable Franklinite mines in and within a half mile of the village; the Passaic Zinc Works forms a large hamlet on the Wallkill adjoining Ogdensburg. Population, 325.

**Ogden's Mines** (Morris co.), mail Milton.

**Old Andover** (Sussex co.), mail Waterloo.

**Old Boonton** (Morris co.), a hamlet adjoining Boonton on the south: it was the original Boonton proper, but the natural advantages of the present site diverted population and enterprise thither, and Old Boonton has a population of less than 50 and the county almshouse.

**Old Bridge** (Bergen co.), mail River Edge.

**Old Bridge** (Middlesex co.), population, 236.

**Old Bridge** (Monmouth co.), a post village on the Manalapan River and on the Camden and Amboy Railroad, 7 miles s.w. of South Amboy; it has a large local trade, a good shipping trade, and considerable manufactures of snuff, pottery and flour; the station name is South River Station.

**Old Chester Doek** (Bergen co.), mail Alpine.

**Old Church** (Hunterdon co.), mail Holland.

**Old Church** (Middlesex co.), a hamlet near Cranberry Station.

**Oldham** (Passaic co.), mail Paterson.

**Old Half Way** (Burlington co.), mail Woodmansie.

**Old Hermitage** (Somerset co.), mail Bound Brook.

**Old Hook** (Bergen co.), a hamlet between Westwood and Norwood.

**Old Martha Furnace** (Burlington co.).

**Old Oxford** (Warren co.), mail Oxford.

**Old Stafford Forge** (Ocean co.), mail West Creek.

**Old Tappan Road** (Bergen co.), mail River Vale.

**Old Union** (Burlington co.), mail Shamong.

**Oliphant's Mills** (Burlington co.), mail Medford.

**Ong's Hat** (Burlington co.), a hamlet near New Lisbon.

**Opalton** (Union co.), mail Plainfield.

**Opanghanaugh** (Warren co.), mail Calno.

**Opdyke's** (Hunterdon co.), mail Quakertown.

**Oradell** (Bergen co.), a hamlet on the Hackensack River and on the New Jersey and New York Railroad, 1 mile n. of New Milford. Population, 40.

**Orange** (Essex co.), a city on the Morris and Essex Railroad,  $3\frac{1}{2}$  miles n.w. of Newark, a horse railway connecting it with that city; it has a population of 13,206 (a considerable number of whom are business men of Newark, Jersey City and New York), a very large local trade and extensive and varied manufactures, including hats, shoes, carriages and other lines; its business interests sustain one national and two other banks and four newspapers, and it has a superb public park, called Llewellyn Park, upon the slope of Orange Mountain.

**Orangedale** (Essex co.), a village, a suburb of Newark, having a postoffice called Vailsburg.

**Orange Junction** (Essex co.), mail East Orange.

**Orange Valley** (Essex co.), a former post village,



now a part of Newark, with a sub-postoffice. Population, 1500.

**Orchard Mine** (Morris co.), mail Dover.

**Orsborn's Island** (Burlington co.), mail Tuckerton.

**Orville Cottage** (Union co.), mail Plainfield.

**Osbornsville** (Ocean co.), a thrifty, flourishing village of 720 inhabitants.

**Oswego** (Burlington co.), a hamlet on the Oswego, the upper part of the Wading River, 2 miles above Harrisville, and 8 miles s.e. of Harris.

**Oxford and Oxford Furnace** (Warren co.), formerly two villages, but now one post village on the Martin's Creek and on the Delaware, Lackawanna and Western Railroad, 5½ miles (by rail) s.e. of Manunka Chunk, and 5 miles (direct) e.s.e. of Belvidere; the postoffice and village name is Oxford, and the station name Oxford Furnace; the latter name is derived from an old iron furnace established in 1741, and in operation ever since, with but two or three short suspensions during the revolution; it is now running as a steam hot-blast furnace; the village has besides this, another hot-blast furnace, a rolling mill, a foundry, a machine shop, an extensive nail works, etc.; the population is now 4000.

**Oxford Church** (Warren co.), mail Oxford.

**Packnack** (Passaic co.), mail Boonton.

**Pacquanae** (Passaic co.), mail Pequanae.

**Pahagnary** (Warren co.), a post hamlet on the Delaware River, 8 or 9 miles above the Water Gap.

**Painter's Mills** (Warren co.), mail Blairstown.

**Paint Island Springs** (Monmouth co.), mail Clarksburgh.

**Palatine** (Salem co.), a post village on the Bridge-ton branch of the West Jersey Railroad, 3 miles s.s.w. of Elmer, having a good local trade, and an export trade in the products of a fertile agricultural district, fruit, vegetables, milk, butter, etc. Population, 100.

**Palermo** (Cape May co.), a post village near the ocean, and 6 miles e.n.e. of Mount Pleasant, supported by fishing and cranberry culture. Population, 48.

**Paletavern** (Salem co.), mail Pitts Grove.

**Palhemersville** (Monmouth co.), mail Cream Ridge.

**Palisades** (Bergen co.), mail Englewood.

**Palmyra** (Burlington co.), a post hamlet on the Delaware River and on the Camden and Amboy Railroad, 6 miles n.e. of Camden. Population, 163.

**Pamrapo** (Hudson co.), a former post village, now a railroad station of Bayonne.

**Pancoast** (Atlantic co.), a hamlet on the New Jersey Southern Railroad, 3 miles s.s.e. of Landisville.

**Pancoastville** (Atlantic co.), mail Landisville.

**Papakating** (Sussex co.), a post hamlet 2½ miles n.e. of Augusta. Population, 197.

**Pappose Branch** (Burlington co.), mail Wood-mansie.

**Paradise** (Essex co.), mail New Providence.

**Paradise** (Gloucester co.), mail Paulsborough.

**Paradise** (Passaic co.), mail Newfoundland.

**Paradise** (Warren co.), mail Hope.

**Paranus** (Bergen co.), a hamlet near Ridgewood, with a mill, etc.

**Parkdale** (Camden co.), a hamlet on the New Jersey Southern Railroad, 2½ miles s.w. of Atsion.

**Parkertown** (Burlington co.), mail Tuckerton.

**Parkerstown** (Ocean co.), a fishing hamlet on the West Creek, n.e. of Tuckerton.

**Parkerville** (Monmouth co.), a post village on the Central Railroad of New Jersey, 1 mile n.w. of Shrewsbury Station, having a good local trade and an export trade in oysters, etc.

**Parkerville** (Union co.), mail Plainfield.

**Park Hill** (Essex co.), mail Newark.

**Park Hill** (Morris co.), mail Morristown.

**Park Ridge** (Bergen co.), a post village on the New Jersey and New York Railroad, 3 miles n. of Westwood, with a large local trade. Population, 150.

**Parksburgh** (Warren co.), mail Shimers.

**Parkville** (Gloucester co.), a hamlet on the Swedes-borough branch of the West Jersey Railroad, 2½ miles s.w. of Woodbury.

**Parra Hall Place** (Essex co.), mail Irvington.

**Parrins Branch** (Salem co.), mail Rosenhayn.

**Parry** (Burlington co.) has a population of 120.

**Parsippauny, or Pareippauny** (Morris co.), a post village 2 miles s. of Boonton, with a good local trade.

**Parsonville** (Morris co.), mail Morristown.

**Parvin's Mill** (Salem co.), mail Centreton.

**Paskack, or Pascack** (Bergen co.), a post village on the New Jersey and New York Railroad, 2½ miles n. of Westwood. Population, 400.

**Passaic** ((Morris co.), mail Morristown.

**Passaic** (Passaic co.), a city on the river of the same name, 5 miles below Paterson; and on the Erie and the Denville branch of the Delaware, Lackawanna and Western Railroads, 10 miles n.n.w. of Jersey City. It has a population of 6532, a large domestic trade and extensive manufactures, including a large blanket mill, two large print works, a woolen mill, a whip factory, a bleachery, a shoddy mill, etc.; it has also two newspapers and four good hotels. Passaic Bridge is a suburban station of the Erie Railroad at a bridge over the river below the city.

**Passaic Avenue** (Morris co.), mail Whitehall.

**Passaic Bridge** (Passaic co.), mail Passaic.

**Passaic Falls** (Passaic co.), mail Paterson.

**Passaic Valley** (Morris co.), mail Gillette.

**Paterson** (Passaic co.), a city, the capital of the county, mostly inclosed in a large curve of the Passaic River, with but a small part outside, on the left bank. The river here affords immense power for manufacturing purposes, which is largely utilized; the river is here spanned by sixteen bridges. Paterson is the third city of the State in population, and second in the extent and value of its manufactures: in the line of sewing silks and silk fabrics leading the cities of the continent; its silk factories, thirty in number, employing

about 8000 hands and producing goods to the value of about \$3,000,000 annually. But, besides its silk works, extensive as they are, the city has many equally extensive manufactories, including six cotton and several woolen mills, a linen mill, several manufactories of carpets, velvets, etc., numerous bleacheries and dye-houses, several foundries and machine shops, two locomotive works, a number of manufactories of engines and boilers, etc. The aggregate value of the manufactures of Passaic County is about \$20,000,000 per annum, and Paterson produces more than 85 per centum of the grand total. The city has two flourishing national banks, one savings bank, two daily and three weekly newspapers, a fine public library, etc. Its domestic and export trade is also extensive and valuable, its railroad facilities being complete—three of the great lines, the New Jersey Midland, the Erie and the Delaware, Lackawanna and Western (Denville branch) having depots here. The famous Passaic Falls are here, the water falling at one leap more than fifty feet, and from the falls downward flows between vertical palisades of basalt. The population has increased more than 60 per cent. within the last decade, having been 33,579 in 1870, while it is 50,887 in 1880.

**Paterson Plank Road** (Hudson co.), mail W. Hoboken.

**Pattenburg** (Hunterdon co.), a post village on the Lehigh Valley Railroad,  $4\frac{1}{4}$  miles e.s.e. of Bloomsbury, with a good local trade. Population, 200.

**Paulling** (Salem co.), a hamlet on the Salem branch of the West Jersey Railroad,  $1\frac{1}{2}$  miles w. of Daretown.

**Paulina** (Warren co.), a post hamlet on the Paulinskill, nearly opposite Blairstown. Population, 110.

**Paulins Hook** (Hudson co.), mail Jersey City.

**Paulsborough** (Gloucester co.), a post village on the Mantua Creek, 1 mile from its mouth and on the Delaware Shore Railroad,  $4\frac{1}{2}$  miles w. of Woodbury, having a large local trade, a foundry, and a population of 800.

**Pavilion** (Middlesex co.), mail Woodbridge.

**Pavonia** (Camden co.), a hamlet on the Delaware River, 1 mile above Camden. The city water-works are here.

**Pavonia** (Hudson co.), mail Jersey City.

**Peacocktown** (Camden co.), mail Berlin.

**Peapack** (Somerset co.), a post village on a tributary of the north branch of the Raritan River, 4 miles w. of Bernardsville, having a large local trade, several lime kilns and a grist mill. Population, 750.

**Pea Shore** (Camden co.), mail Cramer's Hill.

**Pedricktown** (Salem co.), a post village of 500 inhabitants, on the Old Man's Creek and on the Delaware Shore Railroad,  $3\frac{1}{2}$  miles n.e. of Penn's Grove, having a large local trade and a considerable shipping trade in dairy and garden products. Population, 405.

**Peggee Place** (Burlington co.), mail Woodmansie.

**Peggey's Puddle** (Morris co.), mail Morristown.

**Peir's Lock** (Morris co.), a former name of Denville.

**Pelletville** (Sussex co.), mail Wykertown.

**Pemberton** (Burlington co.), a post borough on the Rancocas Creek, and a terminus and junction of the Camden and Burlington County, Pemberton and Hightstown, Kinkora and Pemberton (branch of the Camden and Amboy), and Pemberton and Whiting (branch of the New Jersey Southern) Railroads, 8 miles e.s.e. of Mount Holly. It has a population of nearly 1000, a large local trade and an extensive export trade in the grains and the products of the market gardens, orchards and dairies of one of the best agricultural districts of the State.

**Pemberton Junction** (Burlington co.), mail Pemberton.

**Pennelt** (Warren co.), mail Port Murray.

**Penneshawken** (Passaic co.), mail Paterson.

**Pennetown** (Salem co.), mail Palatine.

**Pennington** (Mercer co.), a post village on the Mercer and Somerset and Delaware and Bound Brook Railroads, about 8 miles n.n.w. of Trenton. It has a population of nearly 1000, a large local trade and a large shipping trade in grain, fruit, vegetables, butter, etc.; but Pennington is specially noted as the seat of two educational institutions of high repute.

**Penn Place** (Burlington co.), a hamlet on the Oswego, the upper portion of the Wading River, 6 miles s.e. of Harris.

**Penn's Grove** (Salem co.), a post village on the Delaware River, with a landing where a steamboat from Philadelphia lands daily, except in winter, and the western terminus of the Delaware Shore Railroad, 18 miles w.s.w. of Woodbury; it has a population of about 2000, a large local trade and a very large shipping trade, both by water and by rail, and extensive manufactures, among the leading establishments being a steam sawing and planing mill, a ship yard, 2 wagon and carriage factories, numerous lime-kilns, etc. It has considerable reputation as a summer resort for Philadelphians, etc.

**Penn's Neck** (Mercer co.), a village on the Philadelphia and New York (Pennsylvania through line) Railroad, 1 mile s.w. of Princeton Junction.

**Pennsville** (Burlington co.), mail Cinnaminson.

**Pennsville** (Camden co.), mail Palmyra.

**Pennsville** (Salem co.), a post village on the Delaware River,  $6\frac{1}{2}$  miles direct, and 9 or 10 by water, above Salem; it has a landing where a steamboat from Philadelphia lands semi-weekly, except in winter, a large hotel for summer visitors, a fishery and a considerable shipping trade. Population, 102.

**Pennsylvania Railroad Crossing** (Middlesex co.), mail Perth Amboy.

**Pennwell** (Hunterdon co.), a village on the Musconetcong River opposite Port Murray, with a good local trade and a lumber mill. Population, 137.

**Pennwell Mills** (Hunterdon co.), mail Port Murray.

**Penton** (Salem co.), mail Salem.



**Pentouville** (Salem co.), a post village at Penton Station of the Salem branch of the West Jersey Railroad, 3 miles e. of Salem.

**People's Park** (Passaic co.), mail Paterson.

**Pequanac** (Morris co.), population, 30.

**Pequannock** (Morris co.), a post hamlet on the Pompton River and on the Montclair and Greenwood Lake Railroad, 3 miles n. of Mountain View.

**Pequest Furnace** (Warren co.), mail Oxford.

**Pequest** (Warren co.), mail Allamuchy.

**Perkintown** (Salem co.), a hamlet on the Delaware Shore Railroad, between Pedricktown and Penn's Grove; the vicinity abounds in game, giving the name Game Creek to a stream that rises a mile above Perkintown and flows into Salem River.

**Perrineville** (Monmouth co.), a post village 5 miles n.e. of New Sharon, in a rich agricultural district, and having a large trade. Population, 150.

**Perry Lane** (Essex co.), mail Orange.

**Perryville** (Hunterdon co.), a post hamlet 1 mile n. of Midvale. Population, 102.

**Pertantown** (Salem co.), mail Pedricktown.

**Perth Amboy** (Middlesex co.), a city and port of entry on the Staten Island Sound, at the mouth of the Raritan River, 15 miles s.s.w. of Newark; its foreign trade is inconsiderable, but its domestic trade is very large and valuable, especially by rail, for which it has complete facilities: the Central Railroad of New Jersey intersects the city from north to south, the Lehigh Valley enters it from the west, and a short line connects it with Rahway, while the northeastern terminus of the Camden and Amboy Railroad is at South Amboy, about 2 miles below; fire-clay and kaolin are abundant here, and the manufactures of Perth Amboy are mainly drain-pipes, fire-bricks and other bricks and white-ware, besides which it has an extensive cork factory; the business of the city and vicinity sustains a deposit bank, a savings bank, and two newspapers. Population, 4808.

**Peru** (Passaic co.), a hamlet on the Paterson and Newark branch of the Erie Railroad, and 1½ miles w. of Passaic.

**Petersburg** (Cape May and Morris cos.), a post village 3½ miles n.w. of Mount Pleasant, with a large local trade, a steam saw and grist mill, numerous cranberry bogs, etc.; population, 275; (2), a hamlet 4 miles s.w. of Oak Ridge, on a stream which affords power for a grist mill and a lumber mill, etc.

**Petersburgh** (Burlington co.), mail Morristown.

**Petersburgh** (Warren co.), mail Hainesville.

**Peters Valley** (Sussex co.), a hamlet on the West Branch of the Wallpack, near Bevans, and 5 miles n.w. of Branchville. Population, 90.

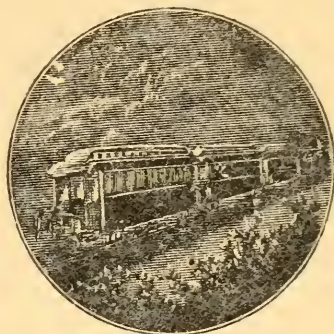
**Phalaux** (Monmouth co.), mail Port Monmouth.

**Phillipsburg** (Warren co.), a post town on the Delaware River opposite Easton, Pa., and on the Central Railroad of New Jersey, the Morris and Essex, the Lehigh Valley, and the Belvidere Delaware Railroads, and the western terminus of the Morris

Canal, 12 miles below Belvidere and 48 to 50 miles above Trenton. It is one of the most important and flourishing towns of the State, the centre of an immense interstate traffic, the western outlet of the vast mineral, agricultural and manufactured products of northern New Jersey, and in the direct line of travel and transportation between the iron and coal districts of Pennsylvania and the great markets of and via New York. The local and general rail trade of Phillipsburg is very extensive and valuable. Its manufactures are also extensive, though chiefly in the several lines of iron and steel work, the establishments comprising several machine shops, several foundries, a large locomotive works, an extensive rolling mill, a very extensive manufactory of mowers and reapers, one of boilers, one of engines, etc. The population is 7180.

**Piattown** (Warren co.), mail Shimers.

**Pickletown** (Gloucester co.), a hamlet on the Old Man's Creek, 2 miles w. of Harding.



ON THE DELAWARE, LACKAWANNA AND WESTERN RAILROAD.

**Piersonville** (Morris co.), mail Morristown.

**Pigeon Hill** (Morris co.), mail Rockaway.

**Pile's Grove** (Salem co.), mail Woodstown.

**Pine** (Burlington co.), a hamlet 6½ miles n.w. of Harris.

**Pine Brook** (Monmouth and Morris cos.), a hamlet on the New Jersey Southern Railroad, 3 miles s.w. of Eatonton; and (2) a post hamlet on the Passaic River, at the mouth of the Pine Brook, 3½ miles n.w. of Caldwell. Population, 164.

**Pine Grove** (Camden co.), a hamlet on the West Jersey Railroad, between Gloucester and Westville.

**Pine Grove** (Warren co.), mail Shimers.

**Pine Grove** (Mercer co.), mail Trenton.

**Piney Hollow** (Atlantic co.), mail Cedar Lake or Newfield.

**Piney Hollow** (Gloucester co.), mail Cedar Lake or Newfield.

**Pine Mill** (Burlington co.), a hamlet on a tributary of the Rancocas Creek, 2½ miles n.e. of New Lisbon, with a grist mill.

**Pineville** (Gloucester co.), a hamlet.

**Pinetree** (Morris co.), mail Madison.

**Pinkneyville** (Sussex co.), a local name of Sussex.

**Piscataway** (Middlesex co.), a hamlet s. of Stelton.

**Pitman** (Gloucester co.), mail Pitman Grove.

**Pitman Grove** (Gloucester co.), a post village at Pitman station, on the West Jersey (both of the Cape May and Atlantic City lines) Railroad, 2 miles n.w. of Glassborough, having a good local trade. In a fine grove here is a favorite camp-meeting ground of the Methodist Episcopal Church. Population, 118.

**Pittengerville** (Warren co.), a hamlet 2 miles w. of Oxford.

**Pittsgrove** (Salem co.), a hamlet 2 miles n. of Newkirk. Population, 450.

**Pittstown** (Hunterdon and Salem cos.), a post village 2 miles s.w. of Landsdown, with a large local trade; population, 103; and (2) a former name of Elmer, portions of the village being still designated Upper and Lower Pittstown.

**Plainfield** (Union co.), a city on the Green Brook and on the Central Railroad of New Jersey, 13 miles w.s.w. of Elizabeth. It has a large local trade and considerable manufactures of hats, clothing, machinery, etc.; but its exceptionally delightful and healthful location has made it a city of homes rather than a business centre, and of its 8126 residents a large proportion are business men of the larger cities to the northeast. It has two national banks, an excellent hotel, two newspapers and many elegant mansions.

**Plainsborough** (Middlesex co.), a post village on the Millstone River and on the Philadelphia and New York (Pennsylvania through line) Railroad, 2½ miles n.e. of Princeton Junction and 3½ miles s.w. of Monmouth Junction. It has a large local trade, a considerable shipping trade in the products of a fertile farming district, and a carriage and wagon factory. Population, 101.

**Plain Valley** (Morris co.), mail Morristown.

**Plainville** (Gloucester co.), mail Janvier.

**Plainville** (Somerset co.), a post village ½ mile n. of Harlingen, with a good local trade. Population, 30.

**Platte Place** (Ocean co.), a hamlet n.w. of Whiting.

**Plattsburg** (Burlington co.), a hamlet near Wrightstown.

**Pleasant** (Ocean co.), mail Point Pleasant.

**Pleasant Corner** (Hunterdon co.), a hamlet near Ringoes Station.

**Pleasant Grove** (Morris co.), a post hamlet 2 miles w.n.w. of Middle Valley.

**Pleasant Grove** (Cumberland co.), mail Bridgeton.

**Pleasant Hill** (Morris co.), mail Chester.

**Pleasant Mills** (Atlantic co.), a post village on the Little Egg Harbor, at the junction of the Atsion River, 5 miles n.e. of Elwood, having a lumber and a grist mill. Population, 90.

**Pleasant Plains** (Ocean co.), mail Tom's River.

**Pleasant Plains** (Morris co.), mail Basking Ridge.

**Pleasant Plains** (Somerset co.), mail Franklin Park. Population, 46.

**Pleasant Ridge** (Hunterdon co.), mail Ringoes.

**Pleasant Run** (Hunterdon co.), a post hamlet 3 miles e. of Rowland Mills. Population, 45.

**Pleasant Valley** (Bergen co.), mail Fort Lee.

**Pleasant Valley** (Essex co.), mail Orange.

**Pleasant Valley** (Mercer co.), mail Titusville.

**Pleasant Valley** (Morris co.), mail Dover.

**Pleasant Valley** (Sussex and Warren cos.), a post village on the Paulinskill, 3 miles w. of LaFayette, with a good local trade, a saw and a grist mill; population, 75; (2) a hamlet on the Morris Canal and the Pohatcong Creek, 2 miles w.s.w. of Washington.

**Pleasantville** (Atlantic and Morris cos.), a post village on the West Jersey and Atlantic City and the Philadelphia and Atlantic City Railroads, 5½ miles w.n.w. of Atlantic City, having a good local trade, a considerable export trade in oysters, etc., and a steam planing mill; population, 225; (2) a hamlet 4 miles s. of Morristown.

**Pleasantville** (Bergen co.), mail Westwood.

**Pleasantville** (Gloucester co.), mail Newfield.

**Pleasure Bay** (Monmouth co.), mail Atlanticville.

**Pluckemin** (Somerset co.), a post village on a tributary of the north branch of the Raritan River, and on a projected railroad from Millington to Sidney, 8 miles w.s.w. of Millington. It has a large clothing factory and a valuable local trade. Population, 251.

**Pochuck Mines** (Sussex co.), mail McAfee Valley.

**Pocktown** (Hunterdon co.), mail Glen Gardner.

**Pohatcong** (Warren co.), a hamlet on the Delaware River, at the mouth of Pohatcong Creek, and on the Belvidere Delaware Railroad, near Riegelsville.

**Point Mills** (Warren co.), mail Hardwick.

**Point Pleasant** (Ocean co.), a post village on the Manasquan River, 1 mile above the ocean, 3 miles s.s.w. of Manasquan, and 7 miles e. of Bricksburgh. It has extensive fisheries and is a frequent resort of private fishing parties. Population, 525. (See also RAVEN ROCK.)

**Point Pleasant Station** (Hunterdon co.), mail Raven Rock. Population, 30.

**Pointville** (Burlington co.), a post hamlet 2 miles e.n.e. of Lewistown. Population, 150.

**Pole Tavern** (Salem co.), a hamlet adjoining, or a former, and now a colloquial, name of Pittsgrove.

**Polheimerstown** (Monmouth co.), mail Imlaystown. Population, 37.

**Polhemustown, or Polhemusville** (Burlington co.), a hamlet near Imlaystown.

**Polity** (Bergen co.), mail Wood Ridge.

**Polktown** (Hunterdon co.), a hamlet near Junction.

**Polkville** (Warren co.), a post hamlet 3 miles e.n.e. of Columbia. Population, 51.

**Pomerania** (Atlantic co.). Population, 20.

**Pomona** (Atlantic co.), a village on the Camden and Atlantic Railroad, 5 miles s.e. of Egg Harbor City, with a station on the West Jersey and Atlantic City Railroad, and one on the Philadelphia and Atlantic City Railroad.

**Pompton** (Passaic co.), a post village on the Ringwood River, 2 miles above where the confluence of the Pequannock and Ringwood Rivers forms the



Pompton River, and on the New Jersey Midland Railroad, 1 mile e. of Pompton Junction, where the Montclair and Greenwood Lake Railroad crosses the Midland. It has a large local trade, a good export trade and considerable manufactures—car springs, files, etc. Pompton Junction is in Passaic County. Population, 350.

**Pompton Furnace** (Passaic co.), a hamlet 2 miles below Pompton, at the confluence of the Pequannock and Ringwood Rivers in the Pompton. It has an iron furnace. Population, 70.

**Pompton Junction** (Passaic co.), mail Pompton.

**Pompton Plains** (Morris co.), a post village on the Pompton River and on the Montclair and Greenwood Lake Railroad,  $2\frac{1}{2}$  miles below Pompton Junction, having a good local trade. Population, 113.

**Pond Run** (Mercer co.), a hamlet near Trenton.

**Ponds** (Passaic co.), mail Pompton.

**Pontiac** (Hudson co.).

**Poplar** (Monmouth co.), mail Ocean Grove.

**Poplar Church** (Bergen co.), mail Pompton.

**Porehtown** (Gloucester co.), a village 1 mile s.w. of Iona, with a good local trade. Population, 125.

**Port Colden** (Warren co.), a post village on the Morris Canal, and on the Delaware, Lackawanna and Western Railroad (main line), 1 mile n. of Washington, having a considerable local trade and a shop and yard where boats are built for the canal. Population, 202.

**Port Delaware** (Warren co.), mail Phillipsburgh.

**Port Elizabeth** (Cumberland co.), a post village on the Maurice River, 2 miles s. of Manumuskinn and  $2\frac{1}{2}$  miles n.e. of Underwood, having a glass works, a large local trade and a good export trade in fruit, vegetables, fish, etc. Population, 504.

**Port Franklin** (Warren co.), mail Broadway.

**Port Hopkins** (Sussex co.), mail Stanhope.

**Port Johnson** (Hudson co.), mail Bergen Point.

**Portland Place** (Monmouth co.), mail Navasink.

**Port Mercer** (Mercer co.), a hamlet on the Raritan Canal,  $2\frac{1}{2}$  miles from Lawrence Station.

**Port Monmouth** (Monmouth co.), a post village on the Sandy Hook Bay, the northern terminus of one arm of the New Jersey Southern Railroad, 6 miles n. of Red Bank. It has a large local trade, a valuable export trade in fish, fish oils, etc., and manufactures of fish oil, fertilizers, etc. Population, 500.

**Port Morris** (Morris co.), a post hamlet on Lake Hopatcong and on the Morris and Essex Railroad,  $5\frac{1}{2}$  miles e. of Waterloo Station. Population, 263.

**Port Murray** (Warren co.), a post village on the Morris Canal and on the Morris and Essex Railroad, 4 miles n.e. of Washington, having a large local trade and a good shipping trade. Population, 252.

**Port Norris** (Cumberland co.), a post village on the Maurice River and on the Bridgeton and Port Norris Railroad, 2 miles above Bay Side View, the southern terminus of the road, and  $2\frac{1}{2}$  miles above the Maurice River Cove; it has a large interest in

the fisheries of the cove and bay, a large local trade and a very large and valuable export trade in oysters, etc. Population, 350.

**Port Oram** (Morris co.), a post village of nearly 1000 inhabitants, and one of the most important villages of the mining district of northern New Jersey; it is on the Morris Canal and on the main line of the Morris and Essex Railroad, and a terminus and junction of the High Bridge branch of the Central Railroad of New Jersey, of the Chester branch of the Morris and Essex, and of the Mount Hope Mineral Railroad; it has a very large local trade, an extensive and very valuable export trade in iron and its products, a large blast furnace and iron mines.

**Port Republic** (Atlantic co.), a post village on and near the mouth of a tributary of the Little Egg Harbor River, 5 miles n.e. of Pomona, having a lumber and a grist mill, valuable fisheries, and a large local trade, being the business centre of the fishing district north and east of Atlantic City. Population, 251.

**Port Town** (Somerset co.), mail Plainville.

**Port Warren** (Warren co.), a hamlet on the Morris Canal, 2 miles w.s.w. of Stewartville.

**Port Washington** (Warren and Monmouth cos.), a hamlet on the Morris Canal and on the Morris and Essex Railroad, 1 mile e. of Washington.

**Port Windsor** (Mercer co.), a hamlet near Princeton Junction.

**Postertown** (Cape May co.), mail South Dennis.

**Postville** (Passaic co.), a former name of Union Valley.

**Postville** (Warren co.), mail Allamuchy.

**Potter Creek** (Ocean co.), mail Bayville.

**Potterstown** (Hunterdon co.), a hamlet near Lebanon.

**Pottersville** (Hunterdon co.), a post village on the Lamington River, and 6 miles e. of Califon, having a manufactory of farm implements, a foundry, 2 grist mills, and a good local trade. Population, 125.

**Powerville** (Morris co.), a former name of Boonton.

**Prallsville** (Hunterdon co.), a hamlet on the Delaware River and on the Belvidere Delaware Railroad, 2 miles below Raven Rock.

**Prattsville** (Hunterdon co.), mail Stockton.

**Preakness** (Passaic co.), a hamlet 2 miles n.e. of Mountain View.

**Princesville** (Mercer co.), a hamlet 4 miles n. of Lawrence Station.

**Princeton** (Mercer co.), a post borough on a ridge rising gradually from the Millstone River, the eastern part of the borough, distinctively designated Queens-ton, being near the river's edge, while the western part, the most elevated, is nearly two miles back; a three-mile branch road connects it with the Philadelphia and New York (Pennsylvania through line) Railroad at Princeton Junction, a post hamlet  $9\frac{1}{2}$  miles n.e. of Trenton; while the Raritan Canal crosses the Millstone River one mile s.w. of the borough and follows the river course northwards; the

borough is the seat of Princeton College and of a Presbyterian Theological Seminary, and has a very large local trade, with a population of 4348.

**Princeton Basin** (Mercer co.), mail Princeton.

**Princeton Junction** (Mercer co.) Population, 30.

**Princeville** (Mercer co.), mail Trenton.

**Progress** (Burlington co.), a hamlet on the Camden and Amboy Railroad,  $\frac{1}{2}$  mile s.w. of Riverside.

**Prospect** (Gloucester co.), a hamlet on the Delaware Shore Railroad, 1 mile s.w. of Bridgeport.

**Prospect Farm** (Warren co.), mail Hardwick.

**Prospect Hall** (Warren co.), mail Blairstown.

**Prospect Hill** (Morris co.), mail Morristown.

**Prospect Hill** (Union co.), mail Rahway.

**Prospect Plains** (Middlesex co.), a post village on the Camden and Amboy Railroad, 5 miles n.e. of Hightstown, having a large local trade and a good shipping trade in products. Population, 300.

**Prospecttown** (Ocean co.), mail Hornerstown.

**Prospertown** (Monmouth co.), mail New Egypt.

**Prospertown** (Ocean co.), a village 3 miles e. of Cream Ridge, with a grist mill and a good local trade.

**Prudentown** (Morris co.), mail Morristown.

**Pullentown** (Monmouth co.), a hamlet  $\frac{3}{4}$  mile n.w. of Inlaystown.

**Quaker Bridge** (Burlington co.), a hamlet on the Batsto River, and 4 miles s.e. of Atsion.

**Quakertown** (Hunterdon co.), a post village 3 miles s. of Sidney, with a large local trade. Population, 200.

**Quarry** (Sussex co.), mail Quarryville.

**Quarryville** (Sussex co.), a post village at Quarry Station of the New Jersey Midland Railroad, 3 miles n.n.e. of Deckertown, having a large local trade, a good shipping trade, and quarries of superior building stone; it is 4 miles s. of Unionville, Orange co., N.Y. Population, 64.

**Queenston** (Mercer co.) See PRINCETON.

**Quinton** (Salem co.), a post village on the Alloways Creek, 3 miles s.s.w. of Alloway Station, and 4 miles s.e. of Salem, having a large local trade and extensive glass works. Population, 400.

**Quinton's Bridge** (Salem co.), mail Quinton.

**Ragtown** (Cumberland co.), mail Dividing Creek.

**Rahway** (Union co.), a city with a population of 6454, on the Rahway River,  $3\frac{1}{2}$  miles above its mouth; it is intersected by the Philadelphia and New York (Pennsylvania through line) Railroad,  $5\frac{1}{2}$  miles s.w. of Elizabeth, and a five-mile railroad connects it with Perth Amboy; it has a very large domestic trade and a large export trade, while its manufactures are both extensive and valuable, including springs, axles, and wheels for railroad cars, woolen fabrics, printing presses, clothing, shoes, carriages, etc.; its business sustains two national banks, two savings banks, and two newspapers.

**Rahway Neck** (Middlesex co.), mail Rahway.

**Railroad Mills** (Middlesex co.), mail Spotswood.

**Ralstonville** (Morris co.), mail Mendham.

**Ramapo** (Bergen co.), a hamlet on the river of the same name, and 1 mile w. of Mahwah.

**Ramapo Valley** (Bergen co.), mail Oakland.

**Rammel's Mills** (Cumberland co.), mail Bridgeton.

**Ramsey's** (Bergen co.), a post village on the Erie Railroad, 2 miles n. of Allendale, with a large local trade. Population, 469.

**Ramseysburgh** (Warren co.), mail Delaware Station.

**Ramseyville** (Warren co.), mail Washington.

**Rancocas** (Burlington co.), a post village near the creek of the same name, 2 miles n. of Masonville and 2 miles w.s.w. of Deacon's Turnout; it has a large local trade. Population, 378.

**Randall Hill Mines** (Morris co.), mail Dover.

**Randall's** (Bergen co.), a hamlet on the Jersey City and Albany Railroad, near Schraalenburg.

**Randolph** (Morris co.), mail Mount Freedom.

**Randolphville** (Middlesex co.), mail New Market.

**Raritan** (Hunterdon co.), mail Flemington.

**Raritan** (Middlesex co.), mail Metuchen.

**Raritan** (Somerset co.), a post village of 2755 inhabitants, on the river of the same name, and on the Central Railroad of New Jersey, 1 mile above Somerville; it has a large local trade, a large shipping trade, and very extensive manufactures, including a large woolen mill, a braid factory, two foundries, two machine shops, two grist mills, etc.; its business supports a national bank.

**Raritan Beach** (Middlesex co.), mail Perth Amboy.

**Raritan Landing** (Middlesex co.), mail New Brunswick.

**Raritan River Clay Co.** (Middlesex co.), mail Perth Amboy.

**Rathmore** (Bergen co.), mail Tenafly.

**Rattletown** (Morris co.), mail Flanders.

**Raven Rock** (Hunterdon co.), a post village on the Delaware River and on the Belvidere Delaware Railroad, 5 miles above Lambertville; it is opposite Point Pleasant, Pa., and its station is often called Point Pleasant Station; it has a large local trade and a considerable shipping trade in the agricultural and manufacturing products of a large district.

**Reading** (Hunterdon co.), mail Clinton.

**Readingburg** (Hunterdon co.), a hamlet near High Bridge.

**Readington** (Hunterdon co.), a post village 3 miles s.w. of North Branch Depot and 4 miles n.n.e. of Three Bridges, with a good local trade. Population, 125.

**Reaville** (Hunterdon co.), a post village 2 miles e.s.e. of Copper Hill, and 3 miles s.e. of Flemington, with a good local trade. Population, 150.

**Recklesstown** (Burlington co.), a post village 4 miles s.e. of Bordertown, with a large local trade. Population, 204.

**Red Bank** (Gloucester and Monmouth cos.), a hamlet on the bank of the Delaware River,  $6\frac{1}{2}$  miles below Camden, the site of which was the scene of a



famous battle of the revolution, in which the Americans defeated a superior force of Hessians, October 21, 1777; (2) a flourishing post town on the Navasink River, where it expands into a wide bay or inlet, and at the intersection of the Central Railroad of New Jersey and the New Jersey Southern. It has daily steamboat communication with New York city. Its local trade is very large, and its export trade in oysters and the various products of the Shrewsbury district is both extensive and valuable, as are also its manufactures, including a large foundry, a brush factory, two steam sawing and planing mills, etc. It has a first-class hotel, two national banks, a newspaper, and a population of 3800.

**Red Lion** (Burlington co.), a post hamlet 3 miles s. of Vincentown.

**Red Lion** (Gloucester co.), mail Unionville.

**Red Mills** (Bergen co.), a village near Lodi, having a blanket and a lumber mill.

**Red Oak Grove** (Burlington co.), mail Woodmansie.

**Red Tavern** (Middlesex co.), mail Hightstown.

**Red Valley** (Monmouth co.), a post hamlet 2 miles n.e. of Imlaystown, with a grist mill. Population, 150.

**Reeve, or Reeve's Station** (Burlington co.), a hamlet on the Medford Railroad, 2 miles s. of Lumberton. Population, 36.

**Reedtown** (Atlantic co.), mail Oceanville.

**Reeves Mill** (Cumberland co.), mail Manumuskín.

**Reeves Mill** (Gloucester co.), mail Pitman Grove.

**Reimersville** (Sussex co.), mail Beemerville.

**Reliat** (Burlington co.), mail Buddtown.

**Repaupo** (Gloucester co.), a post hamlet on the Delaware River, near Repaupo station of the Delaware Shore Railroad, 9½ miles w. of Woodbury. Population, 47.

**Remsterville** (Salem co.), mail Allowaystown.

**Rhod Hill** (Middlesex co.), a hamlet near Jamesburg.

**Rhode Hall** (Middlesex co.), mail Jamesburg.

**Ricefield** (Somerset co.), mail Roysfield.

**Rice's Mills** (Warren co.), mail Hackettstown.

**Rice's Pond** (Warren co.), mail Hope.

**Riceville** (Monmouth and Somerset cos.), a hamlet adjoining Navasink, supported by fishing; (2) a name sometimes applied to Roysfield—originating, possibly, in mispronunciation.

**Richard Mine** (Morris co.), mail Port Oram.

**Richard's Hill** (Gloucester co.), a former name of Jefferson.

**Richfield** (Passaic co.), a flourishing village of 500 inhabitants.

**Richfield** (Passaic co.), a post village on the Paterson and Newark branch of the Erie Railway, 4 miles s. of Paterson; it has a good local trade.

**Richmanton** (Salem co.), mail Yorketown.

**Richmanville** (Salem co.), a hamlet near Yorketown. Population, 31.

**Richmond** (Salem co.), mail Yorketown.

**Richmond Hill** (Mercer co.), mail Trenton.

**Richmondville** (Salem co.), a hamlet 2½ miles n. of Yorketown. Population, 28.

**Ridge** (Middlesex co.), mail Kingston.

**Ridgefield** (Bergen co.), a post hamlet on the Northern Railway, 3 miles n. of Granton; it has a large hotel for summer boarders. Population, 317.

**Ridgefield Junction** (Bergen co.), mail Ridgefield.

**Ridgefield Park** (Bergen co.), a hamlet on the New Jersey Midland, 2 miles s. of the junction of the Jersey City and Albany Railroad, and 4 miles n. of New Durham.

**Ridgefieldtown** (Ocean co.), mail Barnegat.

**Ridge Road** (Essex co.), mail Verona.

**Ridge Road** (Morris co.), a hamlet near Cedar Grove.

**Ridgewater** (Somerset co.), mail Martinsville.

**Ridgeway** (Ocean co.), a hamlet on the Ridgeway Brook and on the New Jersey Southern Railroad, 2 miles n.e. of Manchester and 5 miles n.e. of Whiting.

**Ridgewood** (Bergen and Essex cos.), a post village on the Erie Railway, 3 miles n.e. of Hawthorne, with a large local trade, a good shipping trade, and a population of 926; (2) a hamlet on the Denville branch of the Morris and Essex Railroad, ¼ mile n.w. of Bloomfield.

**Ridgewood Works** (Essex co.), mail Bloomfield.

**Riegelsville** (Sussex co.), mail Beemerville.

**Riegelsville** (Warren co.), a post village on the Delaware River, opposite a post village of the same name in Bucks co., Pa. (with which it is connected by a bridge), at the mouth of the Musconetcong River, with Mount Joy on the opposite bank of the latter river; it is also on the Belvidere Delaware Railroad, 9 miles s.s.e. of Phillipsburgh. It has a very large local trade, a large and valuable shipping trade, a large paper mill, two lumber mills, a grist mill, etc. Population, 476.

**Rifton Mills** (Warren co.), mail Belvidere.

**Ringoes** (Hunterdon co.), a post village 1 mile s.e. of Ringoes Station, a hamlet on the Flemington branch of the Belvidere Delaware Railroad, 4½ miles s. of Flemington and 5 miles n.n.e. of Lambertville; the village has a large local trade. Population, 300.

**Ringoes Station** (Hunterdon co.), mail Ringoes.

**Ringwood** (Passaic co.), a post village on the Ringwood River, and the northeastern terminus of the Ringwood branch of the Montclair and Greenwood Lake Railroad, 3 miles n.n.e. of Ringwood Junction, a hamlet 6 miles n.n.e. of Pompton Junction. The village has a large local trade, a large export trade in the products of a fertile district, and in iron ore, etc.; excellent iron ore is found here, but not properly mined. Population, 600.

**Ringwood Junction** (Passaic co.), mail Ringwood.

**Rio Grande** (Cape May co.), a post hamlet on the West Jersey Railroad, 6½ miles n.n.e. of Cape May. Population, 184.

**Rio Grande Village** (Cape May co.), mail Rio Grande.

**Rising Sun Square** (Burlington co.), mail Bordentown.

**Risleyville** (Atlantic co.), a hamlet 1 mile s. of Pleasantville.

**Riverdale** (Morris co.), a village on the Pequannock River and on the Montclair and Greenwood Lake Railroad, 1 mile s. of Pompton Junction, with a good local and a shipping trade in farm produce and manufactures.

**River Edge** (Bergen co.), a post hamlet on the Hackensack River and on the New Jersey and New York Railroad,  $3\frac{1}{2}$  miles n. of Hackensack. Population, 150.

**River Road** (Hudson co.), mail Guttenburgh.



FOR SANDY HOOK AND LONG BRANCH.

**Riverside** (Burlington and Passaic cos.), a post village on the Delaware River, at the mouth of the Rancocas Creek and on the Camden and Amboy Railroad,  $10\frac{1}{2}$  miles n.e. of Camden, having a population of 600, a large local trade, a large shipping trade by water and rail, a pottery and a tannery; population, 900; (2) a station of the New Jersey Midland Railroad, on the Passaic River, opposite Paterson on the north, contiguous to or identical with Hawthorne.

**Riverton** (Burlington co.), a post village on the Delaware River and on the Camden and Amboy Railroad, 3 miles below Riverside, with a good local trade and a shipping trade by water and rail. Population, 600.

**Riverton** (Morris co.), mail Mendham.

**Rivervale** (Bergen co.), a post village on the Hackensack River, 2 miles n.e. of Westwood and  $2\frac{1}{2}$  miles n.w. of Norwood, having a large local trade and a manufactory of folding chairs. Population, 379.

**River View** (Bergen co.), mail River Edge.

**Roadstown** (Cumberland co.), a post village  $4\frac{1}{2}$  miles w. of Bridgeton, with a large local trade. Population, 200.

**Robbins Tavern** (Cumberland co.), mail Port Norris.

**Robbinsville** (Mercer co.), a post village at Newtown station of the Camden and Amboy Railroad, 7

miles n.e. of Bordentown, with a good local trade. Population, 100.

**Robertsville** (Monmouth co.), a hamlet 2 miles w. of Hillsdale.

**Rockdale** (Bergen co.), a hamlet on the Passaic River, opposite Paterson on the north-east.

**Rochelle Park** (Bergen co.), a post hamlet on the New Jersey Midland Railroad, e. of Paterson.

**Rockaway** (Hunterdon co.), mail Whitehouse.

**Rockaway** (Morris co.), a post village of 1500 inhabitants, on a river of the same name, on the Morris Canal,  $\frac{1}{2}$  mile from Rockaway station of the Morris and Essex Railroad, which is 2 miles e.n.e. of Dover. Rockaway is the southern terminus and the junction of one of the railroads to Mount Hope, and of the Hibernia Mines Railroad. It is one of the most important villages and a business centre of the rich mining district of northern New Jersey; it has a very large local trade, an extensive and valuable export trade in the ores and manufactured products of the vicinity, a large rolling mill, a large foundry, a forge, etc.

**Rockaway Neck** (Morris co.), a hamlet near Hanover.

**Rockaway Valley** (Morris co.), a hamlet on the Rockaway River, n. of Boonton.

**Rockdale** (Passaic co.), mail Paterson.

**Rocklawn**, or **Rocktown** (Hunterdon co.), a hamlet  $2\frac{1}{2}$  miles s. of Ringoes.

**Rock Mill** (Somerset co.), a hamlet near Skillman.

**Rockport** (Sussex and Warren cos.), a hamlet 2 miles w. of Unionville, N. Y.; a village on the Morris Canal and on the Morris and Essex Railroad, 3 miles s.s.w. of Hackettstown, with a good local trade.

**Rockroad** (Passaic co.), mail Paterson.

**Rocksburg**, or **Roxburg** (Warren co.), a post village on the Delaware River and on the Belvidere Delaware Railroad,  $3\frac{1}{2}$  miles below Belvidere, with a good local trade, a shipping trade, a foundry, a plough factory, and quarries where limestone of a pink color is obtained. Population, 200.

**Rock Spring** (Essex co.), mail Orange.

**Rocktown** (Hunterdon co.), mail Ringoes.

**Rocky Hill** (Somerset co.), a post village on the western bank of the Millstone River and the Raritan Canal, and  $\frac{3}{4}$  mile w. of Rocky Hill Station, the western terminus of the Rocky Hill branch of the Philadelphia and New York (Pennsylvania through line) Railroad, 5 miles w.n.w. of Monmouth Junction. The village has a large local trade, a large shipping trade in the products of a fine farming district and in stone and manufactured goods, a woolen mill, a grist mill and quarries of building stone. Population, 700. (See WASHINGTON'S HEADQUARTERS.)

**Rocky Hill Station** (Somerset co.).

**Rose Band** (Passaic co.), mail Paterson.

**Rose Cottage** (Warren co.), mail Hope.

**Rosedale** (Mercer co.), mail Mount Rose.

**Rosedale Mills** (Mercer co.), mail Princeton.



**Roseland** (Somerset co.), mail Bound Brook.

**Roseland** (Essex co.), a post village at the base of the Second Mountain, 5 miles w.n.w. of Orange, having a large local trade and a shoe factory. Population, 500.

**Roselle** (Union co.), a post village on the Central Railroad of New Jersey, 3 miles w. of Elizabeth, the seat of several schools of excellent repute, and having a large local trade. Many business men of the cities of Newark, Jersey City and New York reside here. Population, 567.

**Roselyn** (Essex co.), a hamlet near Caldwell.

**Rosemont** (Hunterdon co.), a hamlet near Raven Rock. Population, 100.

**Rosenhayn** (Cumberland co.), a post hamlet on the New Jersey Southern Railroad, 5 miles n.e. of Bridgeton. Population, 200.

**Rose Park** (Essex co.), mail Belleville.

**Roseville** (Morris co.), mail Dover.

**Roseville** (Essex and Sussex cos.), a former village, now a station in the city of Newark, at the junction of the Denville branch with the Orange, Chatham and Morristown line of the Morris and Essex Railroad; (2) a hamlet and summer resort near the Hopatcong Lake, and 2½ miles e. of Whitehall; it is in a delightful and beautiful rolling country, on the side of a small stream, but the presence of a large amount of excellent iron ore is likely to convert it into an active mining village.

**Roseville Mines** (Sussex co.), mail Andover.

**Ross Corner** (Sussex co.), mail Augusta.

**Rossfield** (Somerset co.), mail Somerville.

**Roswell Station** (Union co.), mail Elizabeth.

**Roulon's Road** (Gloucester co.), mail Swedesborough.

**Roundabout** (Middlesex co.), mail South River.

**Rondhay** (Essex co.), mail Belleville.

**Round Top Schoolhouse** (Somerset co.), mail Martinsville.

**Round Valley** (Hunterdon co.), mail Lebanon.

**Rowantown** (Camden co.), mail Haddonfield.

**Rowland Mills** (Hunterdon co.), a post hamlet on the south branch of the Raritan River and on the Lehigh Valley Railroad, 4 miles n.w. of Flemington Junction, with a grist and a lumber mill. Population, 27.

**Roxbury** (Warren co.), a misspelling of Rocksbury.

**Roxbury** (Morris co.), mail Drakesville.

**Roxbury Township** (Morris co.), mail Budd's Lake.

**Roxbury Township** (Sussex co.), mail Flanders.

**Roysfield** (Somerset co.), a post village on the Lehigh Valley Railroad, with a station on the Flemington and Somerville branch of the Central Railroad of New Jersey, 2 miles s. of Somerville; it has a good local trade and some shipping trade. Population, 46.

**Rues Corners** (Burlington co.), mail Fellowship.

**Rulon's Road** (Gloucester co.), mail Swedesborough.

**Rumsen** (Monmouth co.), mail Fair Haven.

**Runyonton** (Somerset co.), a hamlet on the Millstone River and on the Raritan Canal, opposite Blackwell's Mills and 2 miles s. of East Millstone.

**Rural Place** (Morris co.), mail Stanhope.

**Rushberg** (Bergen co.), mail Edgewater.

**Russellville** (Bergen co.), mail Rivervale.

**Russia** (Morris co.), mail Milton.

**Rustic** (Morris co.), a post hamlet at Drakesville Station.

**Rutherford, or Rutherford Park** (Bergen co.), a post village on the Passaic River and on the Denville branch of the Delaware, Lackawanna and Western and the Erie Railroads, 3½ miles below Passaic. The name of the postoffice and of the station of the Denville road is simply Rutherford, while the name of the station of the Erie road is Rutherford Park, by which the village is mostly designated (the two were at one time separate hamlets). The village has a large local trade, a planing mill, a hotel and many elegant mansions of retired and of active business men of Jersey City, Newark and New York. Population, 900.

**Rutherfords** (Sussex co.), mail Vernon.

**Saddle River** (Bergen co.), a post village on a tributary of the Passaic River, 2 miles n.e. of Allendale, having a large local trade, a foundry, a woolen mill and an extensive edge-tool manufactory. Saddle River township at one time extended to the northern limit of the county, and westward beyond the present site of Paterson, and this village was then its chief hamlet. The township was so named after the Passaic River, which was usually called Saddle River in this part of its course, in consequence of its peculiar curves around the subsequent site of Paterson. Population, 325.

**Saddle River Valley** (Bergen co.), mail Hohokus.

**Saddlertown** (Camden co.), mail Haddonfield.

**Salem** (Sussex co.), mail Deckertown.

**Salem** (Salem co.), a city, the capital of the county, on the Salem River (or creek), 3½ miles above its mouth (called Salem Cove) in the Delaware River, and the western terminus of the Salem branch of the West Jersey Railroad, 42¾ miles by rail, nearly 50 by water, and about 30 in a direct line s.w. of Camden. It is an active, busy little city, and is steadily growing in substantial wealth, though its growth in population has not been large in the last decade, having been 4555 in 1870, and being only 5353 in 1880. It is the business centre of a large and fertile farming district, has a large local trade and a very large and valuable export trade, by both rail and water, steamboats plying daily (during the summer season two steamers daily), except in the winter months, and many sailing vessels at frequent intervals, between Salem and Philadelphia. It has also considerable manufactures, the leading establishments being a large foundry, two glass works, four extensive canning establishments, an oil-cloth factory, one large flour mill, three carriage factories, planing mill, etc. Its business sustains a



STATION ON THE LEHIGH VALLEY RAILROAD.

national bank and two newspapers. The first English settlement was made here in 1641. (See article on SALEM COUNTY.)

**Salina** (Gloucester co.), a post hamlet near Barnsborough. Population, 100.

**Saltersville** (Hudson co.), a former post village, now a part of Bayonne.

**Samptown** (Middlesex co.), mail Plainfield.

**Sand Brook** (Hunterdon co.), a post village 4 miles s.w. of Flemington. Population, 76.

**Sanderson** (Warren co.), mail Hainesburg.

**Sanderstown** (Sussex co.), mail Deckertown.

**Sand Hills** (Mercer co.), mail Yardville.

**Sand Hills** (Middlesex co.), mail Deans.

**Sandiston** (Sussex co.), a hamlet near Hainesville.

**Sandtown** (Burlington co.), a hamlet between Medford and Vincentown.

**Sandy Hill** (Passaic co.), mail Paterson.

**Sandy Hill** (Morris co.), mail Madison.

**Sandy Hill** (Hunterdon co.), mail Annandale.

**Sandy Hook Pier** (Monmouth co.), a fishing hamlet and landing  $1\frac{1}{2}$  miles s. of the lighthouse at the point of Sandy Hook, and the northern terminus of an arm of the New Jersey Southern Railroad. Large quantities of oysters, produce, etc., are brought here by rail and shipped by water for New York and elsewhere.

**Sandy Hook Pier** (Monmouth co.), mail New York.

**Sandy Hook Station** (Monmouth co.), mail New York.

**Sandy Ridge** (Hunterdon co.), mail Stockton.

**Sandy Stone** (Sussex co.), mail Layton.

**Sandy View** (Monmouth co.), mail Middletown.

**Santa Anna** (Gloucester co.), mail Cedar Lake.

**Santiago Park** (Passaic co.), mail Passaic.

**Sarepta** (Warren co.), mail Hope.

**Sawyer's Grove** (Middlesex co.), mail Rahway.

**Saxton's Falls** (Warren co.), mail Hackettstown.

**Sayersville, or Sayreville** (Middlesex co.), a post village on the Raritan River, midway between New Brunswick and South Amboy, with a good local trade

and manufactures of fire bricks, other bricks and earthenware. Population, 900.

**Schenck's Mills** (Somerset co.), mail Pluckemin.

**Schetterville** (Cumberland co.), mail Millville.

**Schofield** (Morris co.), mail Milton.

**Schofield Mines** (Morris co.), a mining hamlet of the Ogden mining district.

**Schooley's Mountain** (Morris co.), a post village and summer resort on the southern and southwestern slope of the mountain (1200 feet altitude) of the same name, 2 miles e.s.e. of Rockport and 3 miles w. of Naughtright-

ville. It has a fine chalybeate medicinal spring (containing carbonated oxide of iron with salts of lime, soda and magnesia), two good hotels and several boarding houses. Iron ore has been found within a few years here and along the southeastern side of the mountain to Mount Olive, and mining is in successful operation. Population, 163.

**Schraalenburg** (Bergen co.), a post village on the Jersey City and Albany branch of the New Jersey Midland Railroad, near Hackensack; it has a good local trade. Population, 386.

**Schutzen Park** (Hudson co.), mail New Durham.

**Schuyler's Basin** (Passaic co.), mail Pompton.

**Schuyler's Mine** (Essex co.), mail Belleville.

**Seobeyville** (Monmouth co.), a post hamlet 4 miles w.s.w. of Eatonton. Population, 200.

**Scotch Hill** (Passaic co.), mail Paterson.

**Scotch Mountain** (Warren co.), mail New Village.

**Scotch Plains** (Union co.), the postoffice name of Fanwood. Population, 500.

**Scotland Road** (Essex co.), mail South Orange.

**Scott's Corners** (Middlesex co.), a hamlet near Plainsborough.

**Scrabletown** (Hunterdon co.), a hamlet near Whitehouse Station.

**Serapetown** (Burlington co.), near New Lisbon.

**Seudder's Falls** (Mercer co.), a hamlet on the Delaware River and on the Belvidere Delaware Railroad, 1 mile above Greensburg.

**Seultown** (Salem co.), a former name of Auburn.

**Seultville** (Atlantic co.), mail Steelmanville.

**Sea Breeze** (Cumberland co.), a hamlet and bathing resort on the Delaware Bay, with a landing to which steamboats ply daily during the summer from Philadelphia; it has a hotel, excursion house, etc.

**Seabright** (Monmouth co.), a post village and summer resort on the Sandy Hook peninsula and on the New Jersey Southern Railroad, having a hotel, boarding houses, and cottages for summer visitors. Population, 600.



**Sea Girt** (Monmouth co.), a village and summer resort on the Central Railroad of New Jersey, 1 mile n. of Manasquan, having boarding houses, a fine beach for bathing, etc. Population, 47.

**Sea Grove** (Monmouth co.), mail Spring Lake.

**Sea Grove** (Cape May co.), a former name of Cape May Point.

**Sealystown** (Morris co.), near Schooley's Mountain.

**Sealton** (Hunterdon co.), mail Flemington.

**Sea Plain** (Monmouth co.), a post village on the ocean and on the Central Railroad of New Jersey, between Ocean Beach and Spring Lake; it is mainly a private summer resort consisting of handsome villas and mansions. Population, 248.

**Sea Side Park** (Ocean co.), mail Toms River.

**Sea View** (Cumberland co.), mail Fairton.

**Seaview** (Atlantic co.), mail Linwood.

**Seaview House** (Monmouth co.), mail Oceanic.

**Seaville** (Cape May co.), a post village 3 miles from the ocean and 3 miles n.e. of Seaville station of the West Jersey Railroad, having a large local trade and considerable interest in fishing and cranberry culture. Population, 106. (See SOUTH SEAVILLE.)

**Seaucus** (Hudson co.), a hamlet on the Erie Railroad where it crosses the Hackensack River. Population, 500.

**Second River** (Essex co.), mail Belleville.

**Seigelville** (Union co.), mail Elizabeth.

**Serapty** (Warren co.), mail Bridgeville.

**Sergeantsville** (Hunterdon co.), a post village 4 miles w. of Ringoes Station, with a large local trade. Population, 214.

**Seton Hall** (Essex co.), mail South Orange.

**Seven Mile Beach** (Cape May co.), mail Townsend Inlet.

**Sextonsville** (Hunterdon co.), near Tumble.

**Shady Side** (Bergen co.), mail Fairview.

**Shamong** (Burlington co.), a post village on the New Jersey Southern Railroad, 12 miles s.w. of Whiting, having a good local trade and some shipping trade; it is on the west branch of the Wading River, which affords power for a lumber mill.

**Shamong** (Burlington co.), population, 100.

**Shamong Township** (Burlington co.), mail Atsion.

**Shanersport** (Hunterdon co.), mail West End.

**Shark River** (Monmouth co.), a former name of Hamilton.

**Shark River Station** (Monmouth co.), mail Hamilton.

**Sharon, or Sharon Station** (Monmouth co.), the station name of New Sharon.

**Sharpstown** (Salem co.), a post village on the Salem River, and 5 miles n.w. of Yorketown, with a good local trade. Population, 250.

**Sharonville** (Union co.), mail Plainfield.

**Shay's Corners** (Warren co.), mail Hainesburg.

**Shedakers** (Burlington co.), mail Burlington.

**Shelltown** (Burlington co.), a hamlet on the Crosswicks Creek, and  $3\frac{1}{2}$  miles w. of Cream Ridge.

**Shelltown** (Monmouth co.), mail Ellisdale.

**Sheppard's Mills** (Cumberland co.), a hamlet on the Bayside extension of the Bridgeton branch of the West Jersey Railroad, 5 miles s.w. of Bridgeton.

**Shiloh** (Cumberland and Warren cos.), a post village 4 miles n.w. of Bridgeton, with a good local trade, population, 414; (2), a hamlet on the north branch of the Pequest River to the west of the Jenny Jump Mountains, and 5 miles s.e. of Blairstown.

**Shimer & Clayton Mills** (Ocean co.), mail Metedeconk.

**Shimers** (Warren co.), a village. Population, 500.

**Shippenport** (Morris co.), a hamlet on the Morris Canal and on the Morris and Essex Railroad, 2 miles e. of Stanhope Station.

**Shippensport** (Warren co.), mail Hainesburg.

**Shirley** (Salem co.), population, 200.

**Shoal Harbor** (Monmouth co.), mail Port Monmouth.

**Shoemaker's Landing** (Warren co.), mail Calno.

**Shoreville** (Monmouth co.), mail Ocean Beach.

**Short Hills** (Union co.), mail Scotch Plains.

**Shrewsbury** (Monmouth co.), a post village on the Shrewsbury River and on the New Jersey Southern Railroad, 2 miles s. of Red Bank; Shrewsbury Station is 1 mile n.e. on the Shrewsbury Inlet and on the Central Railroad of New Jersey; the inlet has some of the finest oyster beds of the coast, and the village and its station have a large and valuable export trade in the oysters, etc., taken here and in the vicinity, and a good local trade. Population, 274.

**Shrewsbury Station** (Monmouth co.).

**Shriversville** (Burlington co.), mail Smithville.

**Sicklerville, or Sicklertown** (Camden co.), a post village on the Williamstown Railroad, 5 miles s.s.w. of Atco, having a large manufactory of glass hollow-ware. Population, 150.

**Sicoma** (Bergen co.), a hamlet s. of Pompton.

**Sidney** (Hunterdon co.), a post village on the Lehigh Valley Railroad, 9 miles e.s.e. of Bloomsburg, with a good local trade and some shipping trade, which will be materially increased upon the completion of a projected railroad from Sidney to Millington, shortening the distance to New York. Population, 67.

**Silvertown** (Ocean co.), a post village on the Barnegat Bay, near its northern extremity, and 4 miles n.e. of Toms River; it is supported chiefly by fishing, and has a good local trade. Population, 250.

**Singae** (Passaic co.), a post village on the Passaic River, on the Morris Canal, and on the Montclair and Greenwood Lake Railroad, 1 mile s. of Mountain View; it has a large local trade, a good shipping trade, an extensive carpet factory, and a lumber mill.

**Six Mile Run** (Somerset co.), a post village.

**Six Roads** (Union co.), mail Rahway.

**Skillman** (Somerset co.), a hamlet on the Delaware and Bound Brook Railroad, 4 miles n.e. of Hopewell. Population, 30.

**Skunktown** (Warren co.), mail Blairstown.

**Slabtown** (Warren co.), mail Blairstown.  
**Slatenburgh** (Passaic co.), mail Newfoundland.  
**Slaters** (Passaic co.), mail Bloomingdale.  
**Slauter Dam** (Passaic co.). Population, 29.  
**Slaughterdam** (Bergen co.), a hamlet on the Passaic River opposite Paterson, 1 mile s. of Rochdale.  
**Shiue Creek** (Cape May co.), mail South Dennis.  
**Smalleytown** (Somerset co.), a hamlet  $2\frac{1}{2}$  miles s. of Gillette.

**Small Lots** (Bergen co.), mail Hawthorne.  
**Smithburg** (Monmouth co.), a post hamlet 5 miles s.w. of Freehold. Population, 34.  
**Smithfield** (Sussex co.), a hamlet s.e. of Hamburg.  
**Smithfield** (Warren co.), mail Water Gap, Pa.  
**Smith's Corners** (Warren co.), mail Hainesburg.  
**Smith's Hill** (Sussex co.), a hamlet near Newton.  
**Smith's Hotel** (Burlington co.), mail Atsion.  
**Smith's Landing** (Atlantic co.), a post village on the Lake's Bay, 1 mile from Pleasantville, with extensive fisheries, oyster beds, and a good local trade. Population, 302.

**Smith's Mills** (Sussex co.), mail Monroe.  
**Smith's Mills** (Passaic co.), a post hamlet on the Pequannock River and on the New Jersey Midland Railroad,  $3\frac{1}{2}$  miles w. of Pompton Junction.  
**Smith's Turnout** (Mercer co.), a hamlet on the Trenton branch of the Camden and Amboy Railroad,  $2\frac{1}{2}$  miles n.n.w. of Bordentown.

**Smithville** (Passaic co.), mail Smith's Mills.  
**Smithville** (Atlantic, Burlington and Monmouth cos.), a hamlet  $2\frac{1}{4}$  miles s.e. of Port Republic and 1 mile w. of Leed's Point; (2), a post village on the Rancocas Creek,  $1\frac{1}{2}$  miles above Mount Holly,  $\frac{3}{4}$  mile n. of Evansville, having a good local trade, a large foundry, a machine shop, and a grist mill, population, 300; (3), now part of Freehold.

**Snake Hill** (Hudson co.), mail Jersey City.  
**Snow Hill** (Camden co.), a hamlet near Haddonfield.

**Snuff Mills** (Middlesex co.), mail Spotswood.  
**Snufftown, or Snuffletown** (Sussex co.), a village 15 miles n.e. of Newtown.

**Snufftown** (Ocean co.) mail New Egypt.  
**Snydertown** (Hunterdon co.), near Ringoes.  
**Socamae** (Passaic co.), mail Boonton.  
**Sodom** (Hunterdon co.), mail Glen Gardner.  
**Soho Copper Works** (Essex co.), mail Belleville.  
**Solitude** (Hunterdon co.), mail Clinton.

**Somerset Junction** (Mercer co.), a hamlet on the Delaware River and on the Belvidere Delaware Railroad, 7 miles above Trenton, the southwestern terminus and junction of the Mercer and Somerset branch of the Belvidere Delaware Railroad.

**Somers Point** (Atlantic co.), a post village, summer resort, and port of entry on the Great Egg Harbor, 6 miles s.s.w. of Pleasantville, having a very large export trade and two hotels. Population, 50.

**Somerstown** (Atlantic co.), mail Oceanville.  
**Somerville** (Camden co.), mail Kirkwood.

**Somerville** (Somerset co.), a post village, the capital of the county, on the Raritan River and on the Central Railroad of New Jersey, the northeastern terminus and junction of the Flemington and Somerville branch of the Central; it is about 15 miles e.n.e. of Flemington, 25 miles w.s.w. of Elizabeth, and about 25 miles (in a direct line) n. of Trenton; it has a very large local trade, a large shipping trade in grain, vegetables, etc., and in manufactured goods, and manufactures of sashes and blinds, shoes, shirts, soap, bricks, carriages, etc.; its business supports a national bank, a State bank, and three newspapers. The population was 3243 in 1875, and 4000 in 1880.

**South Amboy** (Middlesex co.), a post village on the Raritan Bay, on the south side of the mouth of the Raritan River, the northeastern terminus of the Camden and Amboy Railroad, and connected with New York by steamboat; it is 61 miles n.e. of Camden, and about 27 miles s.s.w. of New York; it has a good local trade, a large railroad traffic, not extensive manufactures (its manufacturing establishments consisting only of a machine shop, a railroad repair shop, and a pottery), and a population of 3648.

**Southampton** (Burlington co.), mail Red Lion.

**Southard** (Monmouth co.).

**South Bergen** (Hudson co.), mail Jersey City.

**South Bound Brook** (Somerset co.), a hamlet on the Raritan Canal and the Raritan River, opposite Bound Brook.

**South Branch** (Somerset co.), a post hamlet on the South Branch of the Raritan River, 2 miles n. of Flagtown. Population, 147.

**South Brunswick** (Middlesex co.), mail Dayton.

**Southburgh** (Monmouth co.), mail Long Branch.

**South Camden** (Camden co.), mail Camden.

**South Dennis, or South Dennisville** (Cape May co.), a post village separated from Dennisville by the Dennis Creek, having a large local trade; boats and small sailing vessels are built here, and there are several cranberry bogs in the vicinity owned by residents here. Population, 446.

**South Elizabeth** (Union co.), mail Elizabeth.

**South Orange** (Essex co.), a post village on the Morris and Essex Railroad,  $2\frac{1}{4}$  miles s.s.w. of Orange, a delightful place of residence, in the charming region of the Orange Mountain, having a large number of elegant villas and mansions, the abodes of retired and active business men of the neighboring cities, and of prosperous local merchants, manufacturers, etc.; the village has a large local trade, manufactures of gelatine and hats, and a population of 2178.

**South Pemberton** (Burlington co.), mail Pemberton.

**South Plainfield** (Middlesex co.), a hamlet on the Lehigh Valley Railroad, 3 miles n.w. of Metuchen and 3 miles s. of Plainfield.

**South River, or Washington** (Middlesex co.), a post village on the Manalapan (or South) River,  $2\frac{1}{2}$  miles n. of Old Bridge (South River Station); it has a



population of 1000, a large local trade and several brickyards.

**South River Station** (Middlesex co.), mail Old Bridge.

**South Seaville** (Cape May co.), a post village at Seaville station of the West Jersey Railroad, 19 miles n.n.e. of Cape May, and 3 miles s.w. of Seaville; it has a large local trade, some railroad traffic, and a population of 300.

**South Somerville** (Somerset co.), a former name of Roysfield.

**South Stanhope** (Morris co.), mail Stanhope.

**Southtown** (Warren co.), a hamlet adjoining Johnsonburg on the south, with a postoffice designated Howard.

**South Trenton** (Mercer co.), mail Trenton.

**South Vernon** (Sussex co.), a village s.w. of Vernon, the terminus of the South Vernon branch of the Sussex Railroad, with a postoffice designated McAfee's Valley, by which name the village is now mostly known.

**South Vineland** (Cumberland co.), a post village on the West Jersey Railroad, 3 miles s. of Vineland, having a good local trade, a shipping trade, chiefly in fruit, and manufactures of rope, carriages and wagons, etc. Population, 1500.

**South Woodbridge** (Middlesex co.), mail Woodbridge.

**Sparta** (Sussex co.), a post village of 700 inhabitants, near the head of the Wallkill Valley, 5 miles s. of Sparta Station, a hamlet on the Sussex Railroad, 2 miles w. of its junction with the New Jersey Midland; it is a very important village of the zinc and Franklinitic district, has a large local trade, two large grist mills, two hotels, and mines of excellent zinc and one of iron.

**Sparta Station** (Middlesex co.), mail Perth Amboy.

**Sparta Station** (Sussex co.), mail Newton.

**Spa Springs** (Middlesex co.), mail Woodbridge.

**Speartown** (Essex co.), mail Montclair.

**Speedwell** (Burlington co.), a hamlet on the West Branch of the Wading River, 3 miles s.e. of Harris.

**Speertown** (Morris co.), mail Port Oram.

**Split Rock** (Morris co.), a mining village  $2\frac{1}{2}$  miles n.e. of Hibernia, with a hot-blast furnace.

**Spotswood** (Middlesex co.), a post village on the Manalapan River, at the mouth of the Matchaponix Creek, and on the Camden and Amboy Railroad, 4 miles n.n.e. of Jamesburg; it has a large local trade, a good shipping trade, and two manufactories of tobacco and snuff. Population, 375.

**Spring Brook** (Morris co.), mail Morristown.

**Springdale** (Sussex co.), a hamlet 3 miles s.s.w. of Newton.

**Springdale** (Essex co.), mail Orange.

**Springfield** (Union co.), a post village on the Rahway River opposite Millburn, with a large paper mill and pasteboard factory, a grist mill, and a large local trade. Population, 496.

**Springfield** (Union co.), mail Jobstown.

**Spring Garden** (Essex co.), mail Franklin.

**Spring Garden** (Camden and Middlesex cos.), a hamlet near Winslow, with a glass works; (2), a hamlet near Cranberry Station.

**Spring Grove** (Passaic co.), mail Paterson.

**Spring Hill** (Burlington co.), mail Shamong.

**Spring Lake, or Spring Lake Beach** (Monmouth co.), a village and summer resort on the ocean and on the Central Railroad of New Jersey,  $2\frac{1}{2}$  miles n. of Manasquan; it is on a small lake which gives it its name; it has a fine beach, comfortable accommodations for summer guests, and many private cottages and villas; Sea Plain,  $\frac{1}{2}$  mile north, is the nearest postoffice. Population, 500.

**Spring Mills** (Camden and Warren cos.), a post village on the Big Timber Creek, 4 miles s.w. of Kirkwood and 5 miles e. of Barnsborough; it has a good local trade, a foundry, a manufactory of agricultural implements, etc.; a stage makes daily trips to and from Camden; (2), a name sometimes applied to Springtown. Population, 95.

**Spring Mills** (Hunterdon co.), mail Milford.

**Spring Street** (Union co.), mail Elizabeth.

**Springtown** (Cumberland, Morris and Warren cos.), a hamlet 1 mile n. of Sheppard's Mills; (2), a hamlet  $\frac{3}{4}$  mile w. of German Valley; (3), a post village on the Pohatcong Creek and on the Lehigh Valley Railroad, 4 miles s.e. of Phillipsburg, having a large mill, a limekiln, a large local trade and some shipping trade. Population, 256.

**Springtown Station** (Cumberland co.), mail Greenwich.

**Spring Valley** (Morris co.), mail Madison.

**Spring Valley** (Bergen co.), the postoffice name of New Milford. Population, 250.

**Spring Valley Neighborhood** (Bergen co.), mail River Edge.

**Springville** (Warren co.), a former name of Montana.

**Spruce Run** (Hunterdon co.), mail Glen Gardner.

**Squankum** (Monmouth co.), a hamlet on the New Jersey Southern Railroad, near Farmingdale.

**Squau Village** (Monmouth co.), a former name of Manasquan.

**Squire's Point** (Hunterdon co.), mail Anthony.

**Squire's Point** (Morris co.), a hamlet on the Musconetcong River, opposite Anderson.

**Squiretown** (Essex co.), a hamlet near Livingston.

**Saint Cloud** (Monmouth co.), a former name of New Branch.

**St. Cloud** (Essex co.), mail Orange.

**St. Elizabeth Academy** (Morris co.), mail Madison.

**St. James Valley** (Warren co.), mail Delaware Station.

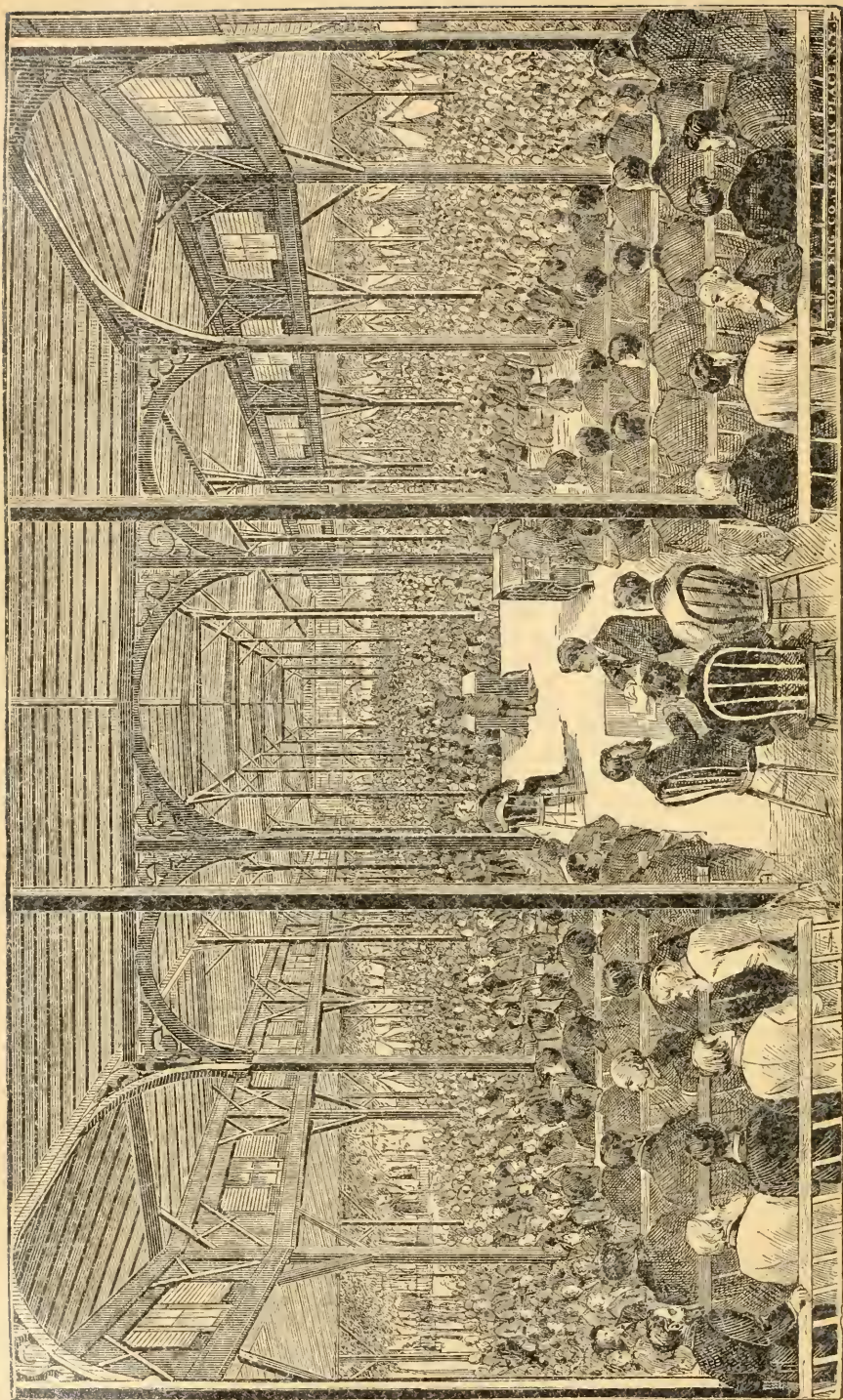
**St. John's Hall** (Union co.), mail Summit.

**St. Joseph's College** (Morris co.), mail Madison.

**St. Mark's Hall** (Essex co.), mail Orange.

**St. Martin** (Cumberland co.), mail Rosenhayn.





GRAND AUDITORIUM OF THE OCEAN GROVE CAMP MEETING ASS'N OF THE M. E. C., COVERING HALF AN ACRE AND SEATS 4500 PEOPLE.



**St. Mary's** (Morris co.), mail Dover.

**St. Mary's Orphan Asylum** (Essex co.), mail South Orange.

**St. Mathews** (Warren co.), mail Washington.

**Staffordville** (Ocean co.), a post village  $5\frac{1}{2}$  miles n.e. of Tuckerton, with a good local trade, a slipping trade in oysters, etc., and largely interested in the oyster beds and fisheries of Barnegat Bay. Population, 150.

**Stanhope** (Sussex and Morris cos.), a post village on both sides of the Musconetcong River and the Morris Canal, and on the Morris and Essex Railroad, 3 miles e. of Waterloo Station; it has extensive iron works, a large local trade, a large and valuable trade in the ores and the manufactured and agricultural products of a large district, and a population of nearly 1000. The village originated in Sussex, but, since the construction of the railroad along the southern shore of the river, it has crossed into Morris co., where the larger portion of the population resides.

**Stanley** (Morris co.), a hamlet near Chatham. Population, 200.

**Stanton** (Hunterdon co.), a post village on the south branch of the Raritan River and the Lehigh Valley Railroad,  $4\frac{1}{2}$  miles n.n.w. of Flemington Junction, with a good local trade and some railroad traffic. Population, 109.

**Stanton Station** (Ocean co.), mail Metedeconk.

**Star Landing** (Middlesex co.), mail Rahway.

**Starport** (Warren co.), mail Waterloo.

**State Lunatic Asylum** (Morris co.), mail Morris Plains.

**State Reform School** (Middlesex co.), mail Jamesburg.

**Statesville** (Sussex co.), a hamlet adjoining Monroe on the north.

**Steelmantown** (Cape May co.), a hamlet n.e. of Woodbine.

**Steelmanville** (Atlantic co.), a post hamlet 5 miles s.w. of Pleasantville.

**Steelmanville** (Cape May co.), mail Tuckahoe. Population, 150.

**Stelton** (Middlesex co.), a post hamlet on the Philadelphia and New York (Pennsylvania through line) Railroad,  $2\frac{1}{2}$  miles s.w. of Metuchen.

**Stephensburg** (Morris co.), a post village on the Musconetcong River, 3 miles n.w. of Middle Valley, and 2 miles e. of Port Murray, having a grist mill and a good local trade. Population, 200.

**Stephensville** (Ocean co.), mail Van Hiseville.

**Sterling**, or **Stirling** (Morris co.), a post hamlet on the New Jersey West Line Railroad, 2 miles e. of Millington. Population, 30.

**Sterling Hill** (Sussex co.), mail Sparta.

**Stevens** (Burlington co.), a hamlet on the Camden and Amboy Railroad, 2 miles e. of Burlington.

**Stevensville** (Union co.), mail Plainfield.

**Stewartsville** (Warren co.), a post village on the Morris Canal and the Morris and Essex Railroad, 5

miles e. of Phillipsburg, having a tannery, a good local trade and some shipping trade. Population, 600.

**Stiles** (Burlington co.), mail Moorestown.

**Stiles' Corner** (Burlington co.), a hamlet near Moorestown. Population, 29.

**Still Valley** (Warren co.), a hamlet near Kennedy. Population, 31.

**Stillwater** (Sussex co.), a post village on the Paulinskill, and 7 miles w.s.w. of Newton, with a good local trade and a grist mill. Population, 152.

**Stirling** (Morris co.), population, 35.

**Stitsville** (Essex co.), mail Orange.

**Stockholm** (Sussex co.) a post village on the Pequannock River and the New Jersey Midland Railroad, 3 miles n.w. of Oak Ridge, having a good local trade, a shipping trade, a tannery and a wagon factory. Population, 164.

**Stockington** (Salem co.), a hamlet  $2\frac{1}{2}$  miles s.e. of Oakland.

**Stockton** (Camden and Hunterdon cos.), a former hamlet, now a part of Camden; (2), a post village on the Delaware River and the Belvidere Delaware Railroad,  $2\frac{1}{2}$  miles above Lambertville, having a good local trade, a large lumber mill, and freestone quarries. Population, 542.

**Stone Hill** (Union co.), mail Scotch Plains.

**Stone House Plains** (Essex co.), mail Brookdale.

**Stone House Plains** (Passaic co.), mail Passaic.

**Stone Mills** (Essex co.), mail Caldwell.

**Stoneport** (Sussex co.), mail Stanhope.

**Stonequarry** (Warren co.), mail Bridgeville.

**Stonetown** (Camden co.), mail Collingwood.

**Stonetown** (Passaic co.), mail Midvale.

**Stony Brook** (Mercer co.), mail Princeton.

**Stony Brook** (Morris co.), a hamlet near Boonton.

**Stony Hill** (Union co.), mail Plainfield.

**Stony Point** (Union co.), mail Scotch Plains.

**Stony Road** (Passaic co.), a hamlet on the Montclair and Greenwood Lake Railroad,  $1\frac{1}{2}$  miles s. of Ringwood Junction.

**Stotts** (Warren co.), mail Hainesburg.

**Stoutsbury** (Somerset co.), a post hamlet on the Mercer and Somerset Railroad, with a station (Mercer co.), on the Delaware and Bound Brook Railroad, 2 miles n.e. of Hopewell. Population, 37.

**Stoutsbury Station** (Mercer co.)

**Stow Creek** (Cumberland co.), mail Roadstown.

**Stoy Landing** (Camden co.), mail Haddonfield.

**Strader's Crossing** (Sussex co.), mail Augusta.

**Strawberry Hill** (Essex co.), mail Franklin.

**Strawberry Valley** (Essex co.), mail Orange.

**Stringtown** (Gloucester co.), a hamlet on the Old Man's Creek, and 5 miles w. of Unionville.

**Succasunna**, or **Succasunny** (Morris co.), a post village on the Chester branch of the Morris and Essex Railroad,  $2\frac{1}{2}$  miles s.s.w. of Port Oram, and 1 mile e. of Kenvil; it has a large local trade, a large and valuable shipping trade, and an extensive stoneware pottery. Population, 324.

**Success** (Ocean co.), a hamlet on the Ridgeway Brook, 6 miles above Ridgeway. Population, 31.

**Sugartown** (Morris co.), mail Chester.

**Summerfield** (Warren co.), mail Oxford.

**Summit** (Union co.), a post village on the Morris and Essex Railroad, at the junction of the New Jersey West Line, 12 miles (by rail) w. of Newark and 8 miles s.e. of Morristown; it is delightfully situated at the summit of the Second Mountain, and is a popular place of summer resort, having the country seats of many of the business men of the great cities to the east, and an excellent hotel and numerous boarding houses for summer visitors; it has a large local trade, a carriage and wagon factory, and a resident population of 1000.

**Summit Switch** (Sussex co.), mail Stockholm.

**Sunny Side** (Hunterdon co.), a post hamlet on the south branch of the Raritan River, opposite Stanton, with a grist mill. Population, 50.

**Sunny Side** (Essex co.), mail Belleville.

**Sunny Side** (Sussex co.), mail LaFayette.

**Sussex Mills** (Sussex co.), a post hamlet 3 miles e. of Newton. Population, 34.

**Sussex Junction** (Sussex co.), mail Franklin Furnace.

**Swain** (Cape May co.), a hamlet on the West Jersey Railroad, 15 miles n.n.e. of Cape May.

**Swainstown** (Cape May co.), mail Cold Spring.

**Swartswood** (Sussex co.), a post village on a beautiful lake  $2\frac{1}{2}$  miles long, called Swartont's Pond, the head of a tributary of the Paulinskill, near Newton, with a good local trade. Population, 150.

**Swayse's Mill** (Warren co.), a hamlet 4 miles e. of Delaware, on the north branch of the Pequest River, which supplies power for a large mill.

**Swedesborough** (Gloucester co.), a post village of 958 inhabitants, on the Raccoon Creek, at the head of navigation, and the southwestern terminus of the Swedesborough branch of the West Jersey Railroad, 19 miles s.w. of Camden. It has a large local trade and a very large and valuable shipping trade, by water and rail, in the products of the market gardens, orchards and dairies of one of the best farming districts of the State; it has also a foundry and other manufactures. Swedesborough Junction is  $\frac{1}{2}$  mile s. of Woodbury.

**Sweed's Mines** (Morris co.), mail Dover.

**Swing's Corner** (Salem co.), a hamlet 3 miles s. of Daretown.

**Sycamack** (Passaic co.), mail Paterson.

**Sycomae** (Bergen co.), mail Wyckoff.

**Sykesville** (Burlington co.), a post village 2 miles n. of Wrightstown, with a good local trade. Population, 200.

**Tabernacle** (Burlington co.), a post hamlet on the New Jersey Southern Railroad, 4 miles e.n.e. of Atsion. Population, 37.

**Tanner's Brook** (Atlantic co.), a former name of Absecon.

**Tansborough** (Camden co.), a post village on the Williamstown Railroad,  $1\frac{1}{2}$  miles s.w. of Atco, having a good local trade and a large glass works. Population, 150.

**Tara Hall Place** (Essex co.), mail Irvington.

**Tatem** (Gloucester co.), a hamlet on the Swedesborough branch of the West Jersey Railroad,  $\frac{1}{4}$  mile w. of the junction.

**Tattletown** (Ocean co.), mail Barnegat.

**Tattletown** (Salem co.), mail Quinton.

**Tamton** (Burlington co.), a hamlet 3 miles s. of Medford.

**Taylor's Lane** (Burlington co.), mail Riverside.

**Taylor's Mills** (Monmouth co.), mail Englishtown.

**Taylorstown** (Morris co.), a hamlet 2 miles n. of Montville.

**Taylorville** (Bergen co.), a hamlet near Ridgefield.

**Teabo Mine** (Morris co.), mail Port Oram.

**Tea Neck** (Bergen co.), mail Englewood.

**Teed Farm** (Essex co.), mail Orange.

**Temperanceville** (Gloucester co.), mail Glassborough.

**Tenafly** (Bergen co.), a post village on the Northern Railroad of New Jersey, 9 miles n.n.e. of New Durham, having a population of 1000, a large local trade, and manufactures of rubber goods and boots and shoes.

**Ten Mile Run** (Somerset co.), a hamlet 3 miles n.e. of Rocky Hill Station.

**Tennent** (Monmouth co.), population 200.

**Terrell Road** (Union co.), mail Scotch Plains.

**Tetter's Mills** (Morris co.), mail Stephensburg.

**Tewksbury** (Hunterdon co.), mail Fairmont.

**Tewksbury Township** (Hunterdon co.), mail New Germantown.

**Texas** (Burlington co.), mail Moorestown.

**Texas** (Middlesex co.), a hamlet on the Matchaponix Creek,  $2\frac{1}{2}$  miles e.n.e. of Jamesburg.

**The Cedars** (Burlington co.), mail Shamong.

**The Cedars** (Essex co.), mail Newark.

**The Eagle** (Burlington co.), mail Shamong.

**The Forest** (Morris co.), mail Madison.

**The Hermitage** (Mercer co.), mail Trenton.

**The Hermitage** (Union co.), mail Rahway.

**The Hills** (Union co.), mail Springfield.

**The Notch** (Essex co.), mail Montclair.

**The Willows** (Morris co.), mail Morristown.

**Thompsontown** (Atlantic co.), a hamlet on the Great Egg Harbor River, 3 miles below May's Landing. Population, 29.

**Thoroughfare** (Gloucester co.), a hamlet on the Delaware Shore Railroad, 2 miles w. of Woodbury. Population, 102.

**Thorsland** (Union co.), mail Scotch Plains.

**Three Bridges** (Hunterdon co.), a post village on the south branch of the Raritan River, the Lehigh Valley Railroad and the Flemington and Somerville branch of the Central Railroad of New Jersey, having a large local trade and considerable railroad traffic. Population, 150.



**Three Mile Run** (Middlesex co.), mail New Brunswick.

**Three Rivers** (Somerset co.), mail Three Bridges.

**Three Tuns** (Burlington co.), a hamlet near Kinkora.

**Tillietudelum** (Bergen co.), mail Edgewater.

**Timbuctoo** (Burlington co.), mail Mount Holly.

**Tindell's Landing** (Cumberland co.), a hamlet on the Cohansey River,  $3\frac{1}{2}$  miles s.w. of Bridgeton.

**Tinton Falls** (Monmouth co.), a post village on the Navasink River, 4 miles above Red Bank, having a grist and a lumber mill and a good local trade. Population, 198.

**Titusville** (Mercer co.), a post village on the Delaware River and the Belvidere Delaware Railroad, 3 miles above Somerset Junction; it has a large local trade, a good shipping trade, and a population of 600.

**Tomlin's** (Gloucester co.), a hamlet on the Swedesborough branch of the West Jersey Railroad, 3 miles n.e. of Swedesborough.

**Toms River** (Ocean co.), a post village and summer resort, the capital of the county, on a river of the same name, and on the Toms River and Waretown branch of the New Jersey Southern Railroad,  $6\frac{1}{2}$  miles s.e. of Manchester, 13 miles n. of Barnegat Junction and 7 miles w. of the ocean. The river here expands into a stream from half a mile to a mile wide, and is navigable for sloops and schooners; and it, as well as the Barnegat Bay, abounds in both shell and scale fish, and its banks in some places afford excellent meadows for cranberry culture, while wild ducks, geese and smaller game birds are to be had by short excursions from the village. Toms River, being the business centre of a large district, has a large domestic trade, and it has a very large and profitable export trade, by water and rail, in fish, cranberries, etc.; it has also a manufactory of wintergreen oil, a large hotel and other accommodations for visitors, who come here in considerable numbers in the season for fishing, gunning, etc. The business of Toms River and its neighborhood sustains a national bank and a newspaper. The resident population is about 1200.

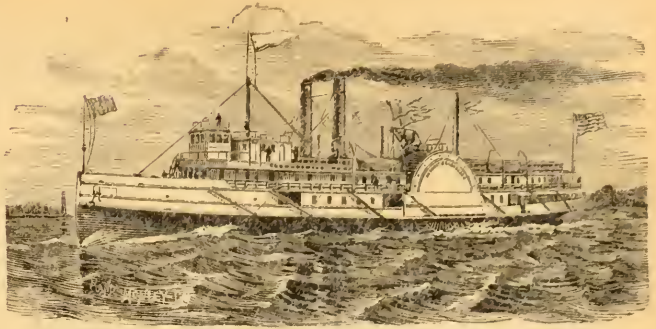
**Totowa** (Passaic co.), mail Paterson.

**Tower Place** (Bergen co.), mail Tenafly.

**Townsbury** (Warren co.), a post village on the Pequest River, about 8 miles above Belvidere, with a good local trade, a grist and a lumber mill, etc. Population, 102.

**Townsend Inlet** (Cape May co.), a post village on the Townsend Creek, 2 miles above the bay or cove called Townsend Inlet, and 2 miles n.e. of Swain; it derives its support largely from fishing and cranberry culture, and has a good local trade. Population, 109.

**Tracey's** (Monmouth co.), a hamlet on the Freehold and Jamesburg Railroad,  $4\frac{1}{2}$  miles s.e. of Jamesburg.



FOR CONEY ISLAND AND ROCKAWAY BEACH.

**Tranquility** (Sussex co.), a post hamlet 4 miles n.w. of Waterloo Station. Population, 150.

**Trap Tavern** (Monmouth co.), a former name of Hamilton, earlier than that of Shark River.

**Trenley** (Union co.), a hamlet on the Central Railroad of New Jersey, 1 mile n. of East Rahway.

**Trenton** (Mercer co.), a city, the capital of the county and of the State, on the Delaware River, at the head of tide-water and of navigation, and on both sides of the Assanpink Creek, which flows into the Delaware here. Trenton has ample facilities for communication by rail with all parts of the State and of the nation, several lines of the united railroads leased and run by the Pennsylvania Company passing through or making close connections here; while the Bound Brook and its connecting lines, controlled by the Philadelphia and Reading Company, and constituting its Philadelphia and New York line, also connects directly with this city. The domestic trade of Trenton is very large and varied, and its export and import trade—by river, canal and rail—is both extensive and exceedingly valuable; but it is as a manufacturing city that Trenton takes the most conspicuous rank, and to its manufactures it owes in the greatest degree its rapid growth in population and wealth. There are many extensive establishments, with an aggregate capital invested of \$5,000,000, and an annual production of \$10,000,000. The leading manufacture is crockery and pottery; the fame of "Trenton ware" is world-wide, and the amount produced exceeds that of all the rest of the United States. But there are many very extensive establishments in other lines, as woolen mills, manufactories of rubber goods, zinc works, iron works, etc. Trenton employs water power on the Assanpink and the river to the amount of at least 2000 horse-power, and this great total can easily be quintupled; steam is also largely employed. The immense business of Trenton sustains thirteen banks and bankers, and six daily, six weekly and one semi-weekly (German) newspapers. The population has grown within the last forty years from 4035 to 29,910, the increase in the last decade being nearly 40 per cent., while the increase of business and wealth has been still greater.

Trenton Junction is  $3\frac{1}{2}$  miles above the city, where the Bound Brook Railroad connects with a short line to Trenton.

**Trenton Junction** (Mercer co.), mail Trenton.

**Trothtown** (Camden co.), mail Merchantville.

**Troutdale** (Warren co.), mail Bloomsbury.

**Trout Springs** (Hunterdon co.), mail Bloomsbury.

**Troy** (Morris co.), a hamlet 7 miles n.e. of Morristown.

**Tuckahoe** (Cape May and Atlantic cos.), a post village on the south side of the Tuckahoe River, with a considerable hamlet across the river in Atlantic co. The village is 4 miles n.e. of Woodbine, has a large local trade, and is largely interested in cranberry culture, fishing and coastwise trade; boats and sailing vessels are built and owned here. Population, 500.

**Tucker's Beach** (Burlington co.), mail Bloomsbury. Population, 21.

**Tuckerton** (Burlington co.), a post village and port of entry on the Little Egg Harbor and on the Tuckerton Railroad,  $1\frac{1}{2}$  mile n. of Edge Cove, its southern terminus; it has a large local trade, a large export trade in shell and scale fish, etc., and a considerable interest in coastwise commerce. Its population is about 1400.

**Tumble** (Hunterdon co.), a post hamlet on the Delaware River and the Belvidere Delaware Railroad,  $5\frac{1}{2}$  miles below Frenchtown. Population, 27.

**Turkey** (Monmouth co.), a post village on the Atlantic extension of the Freehold and Jamesburg Railroad, 3 miles s.e. of Freehold, having a good local trade and some railroad trade. Population, 756.

**Turkey Hill** (Union co.), mail Rahway.

**Turkey Mountain** (Morris co.), mail Boonton.

**Turkey Point** (Cumberland co.), mail Dividing Creek.

**Turnersville** (Camden co.), a post village on the Big Timber Creek, 1 mile above Spring Mills and  $4\frac{1}{2}$  miles s.s.w. of Kirkwood; it has a grist mill and a good local trade. A daily stage runs to and from Camden.

**Turnersville** (Gloucester co.), population 100.

**Turnout** (Burlington co.), mail Burlington.

**Turpentine** (Burlington co.), mail Mount Holly.

**Turtle town** (Morris co.), mail Bloomingdale.

**Tuttle's Corners** (Sussex co.), a hamlet on the Wallpack River, which affords power for a large mill; it is 1 mile n. of Culver's Gap.

**Two Bridges** (Essex co.), mail Caldwell.

**Two Bridges** (Morris co.), mail Boonton.

**Underwood** (Cumberland co.), a post hamlet at Mauricetown Station. Population, 100.

**Unexpected Bog** (Atlantic co.), mail Cedar Lake.

**Union** (Bergen co.), mail Kingsland.

**Union** (Gloucester co.), mail Unionville.

**Union** (Hudson and Union cos.), a village of 5849 inhabitants on the Hudson River, opposite New York and 1 mile n. of Hoboken; it is chiefly a place of residence of business men of the large cities in its

vicinity, and has a large local trade; (2) the post-office name of Connecticut Farms.

**Union** (Hunterdon co.), mail Holland.

**Union** (Monmouth co.), mail Keyport.

**Union Clay Works** (Ocean co.), a hamlet near Woodmansie.

**Union Church** (Warren co.), mail Hope.

**Union Cross Roads** (Gloucester co.), mail Unionville.

**Union Farm** (Hunterdon co.), mail Clinton.

**Union Grove** (Gloucester co.), mail Unionville.

**Union Grove** (Hunterdon co.), mail Ringoes.

**Union Hill** (Hudson co.), mail West Hoboken.

**Union Hill** (Morris co.), mail Madison.

**Union Landing** (Middlesex co.), mail Woodbridge.

**Union Mills** (Passaic co.), mail Paterson.

**Uniontown** (Middlesex and Warren cos.), a village on the Philadelphia and New York (Pennsylvania through line) Railroad,  $3\frac{1}{2}$  miles s.w. of Rahway, having a good local trade and a postoffice named Iselin; (2) a hamlet on the Pohatcong Creek and the Morris Canal, 6 miles n.e. of Phillipsburg.

**Union Township** (Hudson co.), mail Newark.

**Union Township** (Hunterdon co.), mail Perryville.

**Union Valley** (Passaic co.), a village  $3\frac{1}{2}$  miles n.e. of Oak Ridge.

**Union Village** (Somerset co.), a hamlet on the Passaic River, opposite Gillette.

**Union Village** (Union co.), mail Gillette.

**Unionville** (Atlantic, Gloucester, Hunterdon and Morris cos.), a hamlet near Port Republic. (2) A post village on the Bridgeton and Salem branch of the West Jersey Railroad, 2 miles s.s.w. of Glassborough, with a good local trade; population, 105. (3) A hamlet near Ringoes Station. (4) A hamlet on the Chester branch of the Morris and Essex Railroad,  $1\frac{1}{2}$  miles n. of Hackle.

**Unionville** (Burlington co.), mail Mount Holly.

**Unionville** (Somerset co.), mail Harlingen.

**Unionville** (Sussex co.), mail Deckertown.

**Unionville** (Union co.), mail Plainfield.

**Upper Alloway's Creek** (Salem co.), mail Allowaystown.

**Upper Bank** (Burlington co.), a name often applied to Green Bank.

**Upper Chestnut Hill** (Essex co.), mail Montclair.

**Upper Closter** (Bergen co.), mail Alpine.

**Upper Green Bank** (Burlington co.), mail Green Bank.

**Upper Hackensack** (Bergen co.), mail Hackensack.

**Upper Harmony** (Warren co.), a hamlet 1 mile n. of Harmony.

**Upper Jamesburg** (Middlesex co.), mail Jamesburg.

**Upper Longwood** (Morris co.), a mining hamlet near the Ogden Mines Railroad.

**Upper Macopin** (Passaic co.), a post hamlet 2





VIEW OF OCEAN GROVE FROM THE SEA.

miles n. of Macopin and  $4\frac{1}{2}$  miles n.n.e. of Charlotteburg. Population, 45.

**Upper Mill** (Burlington co.), a hamlet on the Rancocas Creek, 2 miles above Lower Mill and  $3\frac{1}{2}$  miles s.e. of New Lisbon.

**Upper Montclair** (Essex co.), a second postoffice and station of Montclair. Population, 85.

**Upper Penn's Neck** (Salem co.), mail Auburn.

**Upper Pittstown** (Salem co.), a former hamlet, now a part of Elmer.

**Upper Squankum** (Monmouth co.), mail Farmingdale.

**Ursino** (Middlesex co.), mail Iselin.

**Vail** (Warren co.), mail Blairstown.

**Vailsburg** (Essex co.), a suburban postoffice of Newark.

**Valley of Tranquility** (Burlington co.), mail Shamong.

**Valley Station** (Essex and Warren cos.), a suburban station of Orange on the Morris and Essex Railroad,  $\frac{1}{2}$  mile w. of the city station; (2) a hamlet on the Central Railroad of New Jersey, 3 miles n.e. of Bloomsbury.

**Valley Station** (Hunterdon co.), mail Bethlehem.

**Van Aken** (Somerset co.), a hamlet on the Delaware and Bound Brook Railroad, near Hamilton.

**Van Buskirk** (Hudson co.), mail Bayonne.

**Van Derven's Mills** (Somerset co.), mail North Branch.

**Van Duyen's Bridge** (Somerset co.), mail Blackwell's Mills.

**Van Hall's Cottage** (Essex co.), mail Irvington.

**Van Hiseville** (Ocean and Mercer cos.), a post hamlet 6 miles n.w. of Bricksburg, with a lumber and a grist mill; a hamlet on the Millstone River, 2 miles s.e. of Princeton Junction. Population, 600.

**Vanlien's Corner** (Hunterdon co.), a hamlet 3 miles e. of Ringoes Station.

**Van Meter Town** (Salem co.), mail Palatine.

**Van Natta** (Morris co.), mail Succasunna.

**Van Riper's Factory** (Passaic co.), mail Paterson.

**Van Syckle's** (Hunterdon co.), mail Clinton.

**Vantien's Corners** (Hunterdon co.), mail Werts-ville.

**Van Tyle's Mills** (Morris co.), mail Denville.

**Van Winkle's** (Passaic co.), a hamlet on the New Jersey Midland Railroad, 2 miles n. of Hawthorne.

**Vealtown** (Somerset co.), mail Basking Ridge.

**Vernon** (Essex co.), mail Caldwell.

**Vernon** (Sussex co.), a post village 3 miles n.e. of McAfee's Valley, having a population of 450, a good local trade and two mills.

**Vernon Township** (Sussex co.), mail Vernon.

**Vernon Valley** (Essex co.), mail Verona.

**Verona** (Essex co.), a post village of 1000 inhabitants, on the Morris and Essex Railroad, 2 miles w.n.w. of Montclair, having a good local trade, a brush factory, a grist mill, etc.

**Vienna** (Warren co.), a post village with a population of about 450, on the Pequest River, and 3 miles w.n.w. of Hackettstown, having a large local trade, a foundry, a chair factory, a hotel, etc.

**Villa Park** (Monmouth co.), mail Spring Lake.

**Village of Bridgeville** (Warren co.), mail Bridgeville.

**Vincetown** (Burlington co.), a post village on the south branch of the Rancocas Creek, and the southern terminus of a branch of the Camden and Burlington County Railroad,  $2\frac{1}{2}$  miles s. of Evansville. It has a very large local trade, a large shipping trade in grain, vegetables, fruit, butter, milk, etc. Its business sustains a national bank. Population, 1000.

**Vineland** (Cumberland co.), a post borough of 7468 inhabitants, at the intersection of the West Jersey and the New Jersey Southern Railroads, about midway between Newfield and Millville, 6 miles south of the one and north of the other. It is the business centre of one of the best fruit growing districts in the United States, and derives its support largely from the cultivation and exportation of grapes, pears and other choice fruit, and from industries connected with the same. Vineland has a very large domestic trade, a very large and profitable export trade, a large cannery, numerous manufactories of wines, vinegars, etc., several manufactories of fruit crates, baskets, etc., several machine shops, steam sawing and planing mills, steam grist mills, and manufactories of gloves, shoes, buttons, paper boxes, sashes and blinds, wood mouldings, etc. Its business interests support a national bank, a safe deposit company and two daily and two weekly newspapers, and it has several public halls, etc.

**Fleet's Mills** (Somerset co.), mail Somerville.

**Voorhees, or Voorhees' Station** (Somerset co.), a hamlet on the extension of the Mercer and Somerset Railroad, 1 mile w. of Millstone Junction.

**Vosburgh** (Hunterdon co.), mail White House.

**Voss Quarry** (Warren co.), mail Bridgeville.

**Freeland Avenue** (Bergen co.), mail Paterson.

**Freeland Mills** (Union co.), mail Cranford.

**Wading River** (Burlington co.), a post hamlet on the river of the same name, 4 miles above its mouth and 8 miles w. of Tuckerton. Population, 89.

**Wakake** (Monmouth co.), mail Keyport.

**Waldron** (Somerset co.), mail Clover Hill.

**Wall** (Monmouth co.), mail Manasquan.

**Wallpack Centre** (Sussex co.), a post village on the Wallpack River, 1 mile e. of Delaware, Pa., and 6 miles w. of Branchville, with a good local trade. Population, 150.

**Wallpack Township** (Sussex co.), mail Wallpack Centre.

**Walnford** (Monmouth co.), a post hamlet 2 miles w.n.w. of Cream Ridge. Population, 36.

**Walnut Grove** (Morris co.), a hamlet near, or a former name of Mount Freedom.

**Walnut Valley** (Warren co.), a post hamlet 5½ miles n.e. of Columbia.

**Walton** (Bergen co.), a village on the Northern Railroad of New Jersey, adjoining Leonia on the north. Population, 105.

**Wanaque** (Passaic co.), the postoffice name of Wynokie. Population, 109.

**Wantage** (Sussex co.), a hamlet 1 mile n. of Deckertown.

**Warbass Junction** (Sussex co.), mail Trenton.

**Waretown, or Waertown** (Ocean co.), a post village on the Barnegat Bay, and on the Toms River and Waretown branch of the New Jersey Southern Railroad, with a station on the Tuckerton Railroad, 1 mile n.n.e. of Barnegat Junction. It has a population

of 500, mostly supported by fishing and shipping (by water and rail) shell and scale fish to the markets of Philadelphia, New York, etc. Some of the finest oyster and clam beds of the coast belong to Waretown.

**Warren No. 1** (Warren co.), a hamlet on the Delaware River and the Belvidere Delaware Railroad, 3½ miles below Phillipsburg.

**Warren Place** (Cumberland co.), a hamlet s.w. of Millville.

**Warren Place** (Ocean co.), mail Manahawkin.

**Warren Slate Works** (Warren co.), a hamlet on the Delaware River, nearly opposite Delaware Water Gap, Pa., supported by quarrying slate.

**Warren Street** (Mercer co.), mail Trenton.

**Warrenville** (Somerset and Warren cos.), a post hamlet 3 miles n.w. of Dunellen; population, 75- (2) A hamlet 3½ miles n.w. of Hackettstown.

**Warrenville** (Union co.), mail New Brooklyn.

**Warrington** (Warren co.), population, 50.

**Washington** (Bergen co.), mail Paskack.

**Washington** (Gloucester co.), mail Hurffville.

**Washington** (Mercer co.), mail Trenton.

**Washington** (Morris co.), mail Hackettstown.

**Washington** (Sussex co.), mail Newton.

**Washington** (Burlington, Middlesex and Warren cos.), a hamlet 9½ miles s.e. of Atsion; (2) a name sometimes applied to the village of South River; and (3) a post borough with a population of 2142, on the southern slope of the Scott's Mountain and the Morris Canal, at the intersection of the main line of the Delaware, Lackawanna and Western Railroad and its Morris and Essex division, and about 3½ miles n.w. of the junction of the former with the Central Railroad of New Jersey. It is delightfully situated, and has a healthful, invigorating climate, which makes it a popular resort for tourists in quest of pleasure or health; while its canal and rail facilities, and the enterprise of its citizens, have made it a busy, thriving centre of a large domestic trade, and a very large and profitable export trade in the products of the farms and mines, and the foundries, mills and other manufactories of a large district. It has also several lumber yards and mills and coal depots, an extensive manufactory of pianos and organs, etc. Its business sustains a national bank, two newspapers, two large hotels, etc.

**Washington Corners** (Morris co.), a hamlet adjoining Mendham, with a large lumber mill.

**Washington Grove** (Bergen co.), mail Wood Ridge.

**Washington Mine** (Somerset co.), mail Somerville.

**Washington Place** (Essex co.), a hamlet 2½ miles n.e. of Chatham.

**Washington Rock** (Middlesex co.), mail Dunellen.

**Washington Rock** (Union co.), mail Mendham.

**Washington Township** (Mercer co.), mail German Valley.

**Washington Township** (Warren co.), mail Washington.

**Washington Valley** (Morris co.), mail Morristown.



**Washington Valley** (Union co.), mail Scotch Plains.

**Washington Village** (Hudson co.), mail West Hoboken.

**Washington's Crossing** (Mercer co.), a designation of Bernardsville, in allusion to the memorable crossing of the Delaware by Washington and his heroes, Christmas, 1776. A bridge here spans the Delaware.

**Washington's Headquarters** (Somerset co.), a hamlet at Rocky Hill Station.

**Washingtonville** (Bergen co.), mail Rivervale.

**Washingtonville** (Somerset and Sussex cos.), a hamlet near North Plainfield, on a branch of the Green Brook, which affords power for a grist mill; (2) a hamlet  $2\frac{1}{2}$  miles w. of LaFayette.

**Watchung** (Essex co.), mail Montclair.

**Waterbury** (Essex co.), mail South Orange.

**Waterford, or Waterford Works** (Camden co.), a post village on the Camden and Atlantic Railroad, 4 miles s.e. of Atco and  $3\frac{1}{2}$  miles n. of Winslow Junction, having extensive glass works. Population, 250.

**Waterloo** (Sussex co.), a post village on the Musconetcong River and the Morris Canal, with a station (Morris co.) on the Morris and Essex Railroad at the junction of the Sussex Railroad; it has a large local trade, some shipping trade and several mills. Population, 200.

**Waterpower** (Somerset co.), mail Somerville.

**Watertown** (Ocean co.), a name sometimes applied to Waretown.

**Waterville** (Middlesex co.), a hamlet s.e. of Plainfield.

**Waterville** (Morris co.), mail Brookside.

**Watsessing Junction** (Essex co.), a hamlet on the Denville branch of the Delaware, Lackawanna and Western Railroad.

**Watson** (Salem co.), a village 3 miles s. of Paulding. Population, 56.

**Watsontown** (Camden co.), mail Berlin.

**Waughorow** (Morris co.), mail Montville.

**Waverly** (Essex co.), a suburban station of Newark on the Philadelphia and New York (Pennsylvania through line) Railroad.

**Waverly** (Hudson co.), mail Jersey City.

**Wawayanda and Wawayanda Furnace** (Sussex co.), a post hamlet and a hamlet on opposite sides of Wawayanda Lake,  $4\frac{1}{2}$  miles e.n.e. of McAfee's Valley. At the latter is an iron works. Population, 200.

**Wayne** (Passaic co.), mail Mountain View. Population, 102.

**Weaver's Mill** (Warren co.), mail Hope.

**Weavertown** (Hudson co.), mail Weehawken.

**Weavertown** (Passaic co.), mail Paterson.

**Weehawken** (Hudson co.), a post village adjoining Hoboken on the north and West Hoboken on the west; a short railroad connects it with Jersey City. It has manufactures of silk hats and cigars. Population, 527.

**Weehawken Oil Docks** (Hudson co.), mail Hoboken.

**Weekstown** (Atlantic co.), a hamlet 6 miles n.e. of Elwood.

**Weeksville** (Atlantic co.), mail Green Bank.

**Welchville** (Salem co.), a hamlet 2 miles n.e. of Claysville.

**Weldon** (Morris co.), mail Woodport.

**Weldon Mine** (Morris co.), mail Woodport.

**Wells' Mills** (Ocean co.), a hamlet on the Oyster Creek, near Waretown.

**Wenonah** (Gloucester co.), a post village on the West Jersey Railroad (both Cape May and Atlantic City lines), 3 miles s. of Woodbury; it has a good local trade, a large shipping trade, two hotels, a newspaper and many handsome residences. Population, 217.

**Wertsville** (Hunterdon co.), a post village 4 miles e.n.e. of Ringoes Station. Population, 163.

**West's Corner** (Hunterdon co.), mail Wertsville.

**West Amwell** (Hunterdon co.), mail Lambertville.

**West Amwell Township** (Hunterdon co.), mail Ringoes.

**West Bergen** (Hudson co.), a former village, now a part of Jersey City.

**West Bloomfield** (Essex co.), a former hamlet, now a part of Montclair.

**West Bloomingdale** (Passaic co.), a station of the New Jersey Midland Railroad, within the village of Bloomingdale.

**West Brook** (Essex co.), mail Belleville.

**West Caldwell** (Essex co.), mail Caldwell.

**West Carlstadt** (Bergen co.), mail Wood Ridge.

**Westcoat Neck** (Atlantic co.), mail Pleasant Mills.

**West Coatsville** (Atlantic co.), mail Hammonton.

**Westcott** (Cumberland co.), mail Fairton.

**West Creek** (Cumberland co.), mail Ewing's Neck.

**West Creek** (Ocean and Cape May cos.), a post village on the Tuckerton Railroad,  $3\frac{1}{2}$  miles n.n.e. of Tuckerton; it is on a small stream of the same name, and has an export trade in oysters, etc. Population, 462. (2) A hamlet 5 miles w.s.w. of Woodbine.

**Westconk** (Ocean co.), mail West Creek.

**West Elizabeth** (Union co.), mail Elizabeth.

**West End** (Hudson co.), mail Jersey City.

**West End** (Hunterdon co.), mail Plattenburgh.

**West End** (Monmouth co.), mail Long Branch.

**West End Junction** (Hudson co.), mail Jersey City.

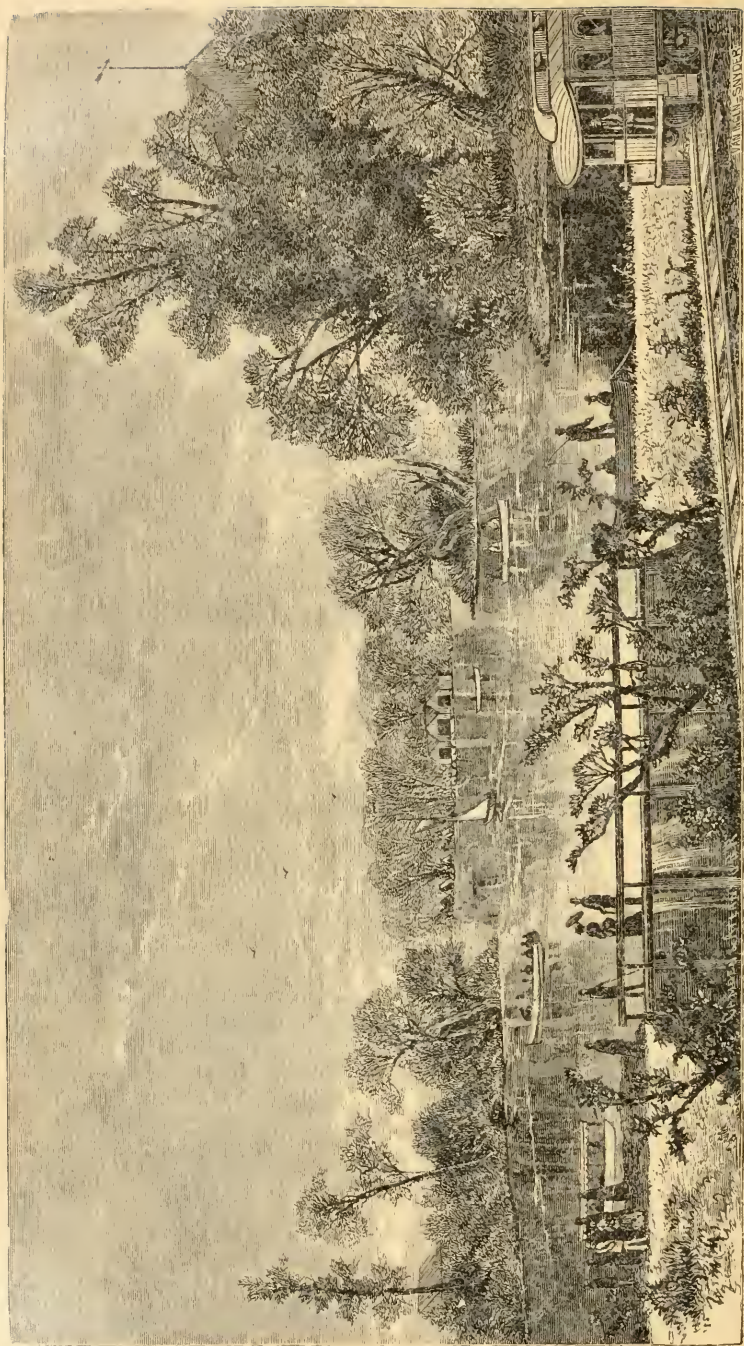
**West Englewood** (Bergen co.), a hamlet on the Jersey City and Albany Railroad,  $2\frac{1}{2}$  miles n. of its junction with the New Jersey Midland.

**West Farms** (Monmouth co.), a hamlet 2 miles w. of Farmingdale.

**West Farms** (Union co.), mail Elizabeth.

**Westfield** (Union and Burlington cos.), a post village on the Central Railroad of New Jersey, 7 miles w. of Elizabeth, with a large local trade, considerable manufactures, a savings bank, a newspaper, etc.; population, 2216.

**Westford** (Gloucester co.), mail Woodbury.



LAKESIDE PARK—VIEW OF THE LAKE. CAMDEN & ATLANTIC RAILROAD.



**West Freehold** (Monmouth co.), a post village 2 miles w. of Freehold, with a good local trade. Population, 200.

**West Hampton** (Burlington co.), mail Mount Holly.

**West Hoboken** (Hudson co.), a post village of 2214 inhabitants, adjoining Hoboken on the n.w. and touching Jersey City. It has a large local trade and manufactures of rustic work, silks and feathers; two newspapers are published here.

**West Jersey Junction** (Camden co.), mail Camden.

**West Livingston** (Essex co.), mail Livingston.

**West Livingston** (Morris co.), mail Hanover.

**West Milford** (Passaic co.), a post village  $3\frac{1}{2}$  miles w.s.w. of Hewitt, with a good local trade; it is 2 miles s. of the Greenwood Lake. Population, 164.

**West Millstone** (Somerset co.), mail Millstone.

**West Moorestown** (Burlington co.), the western station in Moorestown. (See MOORESTOWN.)

**West New York** (Hudson co.), mail Guttenburgh. Population, 547.

**West Norwood** (Bergen co.), mail Schraalenburg.

**Weston** (Middlesex co.), a post village on the Millstone River and the Raritan Canal, with a station (Somerset co.) on the Delaware and Bound Brook Railroad; it has a large local trade, a good shipping trade and a grist mill.

**Weston Station** (Somerset co.), mail Weston.

**Weston's Mills** (Middlesex co.), mail New Brunswick.

**West Orange** (Essex co.), mail Orange.

**West Paterson** (Passaic co.), a suburban hamlet adjoining Paterson on the west.

**West Rutherford** (Bergen co.), mail Rutherford.

**West Summit** (Union co.), a hamlet on the New Jersey West Line Railroad, 2 miles s.w. of Summit.

**West Vernon** (Sussex co.), a hamlet near McAfee's Valley.

**Westville** (Essex co.), mail Caldwell.

**Westville** (Gloucester and Morris cos.), a post hamlet on the West Jersey Railroad, 3 miles n. of Woodbury; population, 100.

**West Windsor** (Mercer co.), mail Dutch Neck.

**Westwood** (Bergen co.), a post village on the New Jersey and New York Railroad,  $7\frac{1}{2}$  miles n. of Hackensack, having a large local trade. Population, 864.

**Weymouth** (Atlantic co.), a post village on the Great Egg Harbor River, with a station on the West Jersey and Atlantic City Railroad, which is  $5\frac{1}{2}$  miles w.n.w. of May's Landing; it has a good local trade and a manufactory of manilla paper. Population, 179.

**Wheatland** (Ocean co.), a post hamlet on the New Jersey Southern Railroad, 4 miles s.w. of Whiting. Population, 125.

**Wheat Road** (Atlantic co.), a hamlet on the New Jersey Southern Railroad,  $3\frac{1}{2}$  miles n.e. of Vineland.

**Wheat Road** (Cumberland co.), mail Maine Avenue.

**Wheat Sheaf** (Union co.), a hamlet 2 miles s.w. of Roselle.

**Whig Corner** (Morris co.), mail Montville.

**Whig Lane** (Salem co.), 3 miles n. of Newkirk.

**Whippany** (Morris co.), a post village on the river of the same name, 4 miles n.e. of Morristown, having a large local trade, a cotton, a woolen, a paper and a grist mill. Population, 500.

**Whiskey Lane** (Essex co.), mail Orange.

**White Hall** (Hunterdon co.), mail Glen Gardner.

**White Hall** (Morris co.), a hamlet 3 miles n.e. of Junction. Population, 250.

**Whitehall** (Morris co.), a post village on the Denville branch of the Delaware, Lackawanna and Western Railroad, 4 miles e. of Boonton, with a good local trade.

**White Hall** (Warren co.), mail Hackettstown.

**White Hall Station** (Sussex co.), mail Andover.

**White Hall Summit** (Sussex co.), a hamlet on the Sussex Railroad,  $4\frac{1}{2}$  miles n. of Waterloo Station.

**White Hill** (Burlington co.), the former name and the present station name of Fieldsborough.

**White Horse** (Burlington co.), mail Shamong.

**White Horse** (Camden co.), mail Kirkwood.

**White Horse** (Mercer co.), mail Yardville.

**White Horse Road** (Mercer co.), mail Trenton.

**White House** (Hunterdon co.), a post village  $\frac{1}{2}$  mile n.e. of Whitehouse station of the Central Railroad of New Jersey, which is 7 miles s.e. of High Bridge; it has a good local trade. Population, 500.

**Whitehouse Station** (Hunterdon co.), population, 285.

**Whitefield** (Hunterdon co.), mail Bloomsbury.

**White Meadows** (Essex co.), mail Caldwell.

**White Meadows** (Morris co.), mail Rockaway.

**White Oak Ridge** (Essex co.), mail Millburn.

**White's Bridge** (Ocean co.), a hamlet on the Toms River, 3 miles n. of Ridgeway.

**Whitesville** (Ocean co.), mail Lakewood.

**Whiting** (Ocean co.), a post village on the New Jersey Southern Railroad (main line), with its Pemberton branch and with the Tuckerton Railroad, it is 5 miles s.w. of Manchester. It has a good local trade and a large shipping trade. Population, 250.

**Whitney** (Warren co.), mail Columbia.

**Wickatunk** (Monmouth co.).

**Wild's Print Works** (Essex co.), mail Montclair.

**Wilkins** (Burlington co.), a hamlet on the Medford Railroad, 2 miles n. of Medford.

**Williamsburgh** (Hunterdon co.), mail Stanton.

**Williamstown** (Gloucester co.), a post village on the Williamstown Railroad, 7 miles e.s.e. of Glassborough and 8 miles s.s.w. of Atco; it has two manufactories of hollow glass-ware (one of which is quite extensive), a cannery, etc., a large local trade, a large export trade in the products of the market gardens, orchards and dairies, and of the manufactories. Population, 1200.

**Williamstown** (Morris co.), mail Millington.



ASSOCIATION HALL AND POST OFFICE, OCEAN GROVE.

**Williamstown Junction** (Camden co.), mail Tansborough.

**Williamsville** (Essex co.), mail East Orange.

**Williamsville** (Sussex co.), mail Vernon.

**Willow Bend** (Hunterdon co.), mail Clinton.

**Willow Cottage** (Essex co.), mail Belleville.

**Willow Grove** (Burlington co.), mail Wrightstown.

**Willow Grove** (Cumberland and Union cos.), a post hamlet 2 miles s.e. of Newfield ; population, 164.

(2) A hamlet 2 miles e. of Rahway.

**Willow Mills** (Hunterdon co.), mail Oak Grove.

**Willow Vale** (Hunterdon co.), mail Pattenburgh.

**Willow Wild** (Union co.), mail Rahway.

**Wilson's** (Burlington co.), a hamlet on the Camden and Burlington County Railroad,  $\frac{1}{2}$  mile w. of West Moorestown Station.

**Winant's Depot** (Union co.), mail Elizabeth.

**Winchell's Grove** (Hunterdon co.), mail Everittstown.

**Windham** (Sussex co.), mail Stockholm.

**Windsor** (Mercer co.), a post village on the Assan-

pink Creek and the Camden and Amboy Railroad,  $3\frac{1}{2}$  miles s.w. of Hightstown, with a good local trade, a shirt factory and a grist mill. Population, 250.

**Windsor** (Hunterdon co.), mail Clinton.

**Winkle** (Passaic co.), mail Hawthorne.

**Winslow** (Camden co.), a post village on the New Jersey Southern and the Philadelphia and Atlantic City Railroads, 1 mile s. of Winslow Junction, a hamlet at the intersection of the New Jersey Southern and the Camden and Atlantic Railroads, 8 miles s.e. of Atco, 8 miles s.e. of Atsion, and 3 miles n.w. of Hammonton. Winslow has a large local trade, a good shipping trade and two large glass works. Population, 75.

**Winslow's Junction** (Camden co.), mail Winslow.

**Wiretown** (Warren co.), mail Allamuchy.

**Wolfert's** (Gloucester co.), a hamlet on the Swedesborough branch of the West Jersey Railroad,  $4\frac{1}{2}$  miles n.e. of Swedesborough.

**Wollfield** (Camden co.), mail Winslow.

**Wollyfield** (Atlantic co.), mail Hammonton.



**Woodbine** (Cape May co.), a hamlet on the West Jersey Railroad, 16 miles s.e. of Millville.

**Woodbridge** (Middlesex co.), a post village on the Rahway and Perth Amboy Railroad,  $2\frac{1}{2}$  miles n. of Perth Amboy; it has a large local trade, a good shipping trade and considerable manufactures of tiles, fire-bricks, etc. Population, 2700.

**Woodbridge Clay Co.** (Middlesex co.), mail Perth Amboy.

**Woodburn** (Sussex co.), a hamlet near Deckertown.

**Woodbury** (Gloucester co.), a city, the capital of the county, on the West Jersey Railroad, at the junction of the Delaware Shore, and 1 mile n. of the junction of the Swedesborough branch of the West Jersey; it is a little more than 8 miles s. of Camden. It has a population of 2298, a very large local trade, a large and valuable export trade, and considerable manufactures, though these are not on a large scale. Its business sustains a national bank and two newspapers; it has also two public libraries and an extensive agricultural fair grounds.

**Wood Cliff** (Hudson co.), mail Guttenburgh.

**Woodland** (Burlington co.), mail Shamong.

**Woodland Hill** (Essex co.), mail Bloomfield.

**Woodlandville** (Essex co.), mail Bloomfield.

**Woodlane Station** (Burlington co.), mail Mount Holly.

**Woodmansie** (Burlington co.), a post village on the New Jersey Southern Railroad, 6 miles s.w. of Whiting, having a good local trade and a lumber mill. Cranberries are very abundant in the vicinity, and Woodmansie is largely engaged in their cultivation. Population, 75.

**Woodport** (Morris co.), a mining and post hamlet at the northern extremity of Lake Hopatcong, and on the Ogden Mines Railroad, 4 miles n.w. of Mount Hope. Population, 52.

**Woodman's Station** (Burlington co.), mail Woodmansie.

**Wood Ridge** (Bergen co.), a post village on the New Jersey and New York Railroad, 2 miles n. of Erie Junction, 2 miles s. of Lodi and 2 miles e. of Passaic; it has a good local trade and a manufactory of sashes, blinds, wood mouldings, etc. Population, 500.

**Woodruff** (Ocean co.), a hamlet 4 miles s.e. of New Egypt.

**Woodruff's** (Cumberland co.), a hamlet on the New Jersey Southern Railroad, 3 miles n.e. of Bridgeton.

**Wood's Foundry** (Morris co.), mail Rockaway.

**Woodside** (Essex co.), a hamlet at the intersection of the Paterson and Newark (branch of the Erie) and the Montclair and Greenwood Lake Railroads, 2 miles n. of Newark.

**Woodside Park** (Hudson co.), mail Bloomfield.

**Woodstock Forge** (Morris co.), mail Dover.

**Woodstock, or Woodstock Pond** (Morris co.), a hamlet 5 miles s.w. of Newfoundland.

**Woodstown** (Salem co.), a large post village on a branch of the Salem River, 3 miles n. of Yorktown; it has a population of 2200. It is the business centre of a large district, one of the most fertile and rich in farm products in the State, and has a very large local trade. The business of Woodstown and the district supports a prosperous national bank and a newspaper.

**Woodsville** (Middlesex co.), a post hamlet 4 miles n.e. of Monmouth Junction and the same n.w. of Jamesburg.

**Woodville** (Somerset co.), mail Somerville.

**Woodville** (Mercer co.), a hamlet  $3\frac{1}{2}$  miles w. of Hopewell. Population, 200.

**Woodwich** (Gloucester co.), mail Swedesborough.

**Woolsey's** (Mercer co.), a hamlet on the Mercer and Somerset Railroad, 2 miles n.e. of Somerset Junction.

**Wortendyke** (Bergen co.), a post village on the New Jersey Midland Railroad, 4 miles n. of Hawthorne, having a good local trade and a manufactory of cotton-yarn and wick. Population, 300.

**Wrightstown** (Burlington co.), a post village on the Pemberton and Hightstown Railroad, 3 miles n.w. of Lewistown, with a good local trade and some railroad traffic. Population, 350.

**Wrightsville** (Camden and Monmouth cos.), a former hamlet, now a part of Camden; (2) a name sometimes applied to Red Valley.

**Wyckoff** (Bergen co.), a post hamlet on the New Jersey Midland Railroad, 1 mile n. of Wortendyke. Population, 347.

**Wykertown** (Sussex co.), a post hamlet n.e. of Branchville. Population, 550.

**Wyne's Mill** (Gloucester co.), mail Pitman Grove.

**Wynokie** (Passaic co.), a village on the Ringwood River and the Montclair and Greenwood Lake Railroad, 2 miles n. of Pompton Junction; it has a good local trade, some shipping trade and a postoffice called Wanauque.

**Wyoming** (Essex co.), a hamlet on the Morris and Essex Railroad, adjoining Millburn on the east.

**Yankeetown** (Ocean co.), near Manchester.

**Yantie Mills** (Essex co.), mail Franklin.

**Yardville** (Mercer co.), a post village on the Doctor's Creek and the Camden and Amboy Railroad, 3 miles n.w. of Bordentown, with a good local trade, some shipping trade and a lumber and a grist mill. Population, 620.

**Yaugho** (Passaic co.), mail Paterson.

**Yellow Brook** (Monmouth co.), mail Farmingdale.

**Yorketown** (Salem co.), a post village on a branch of the West Jersey Railroad, with a good local trade. Population, 78.

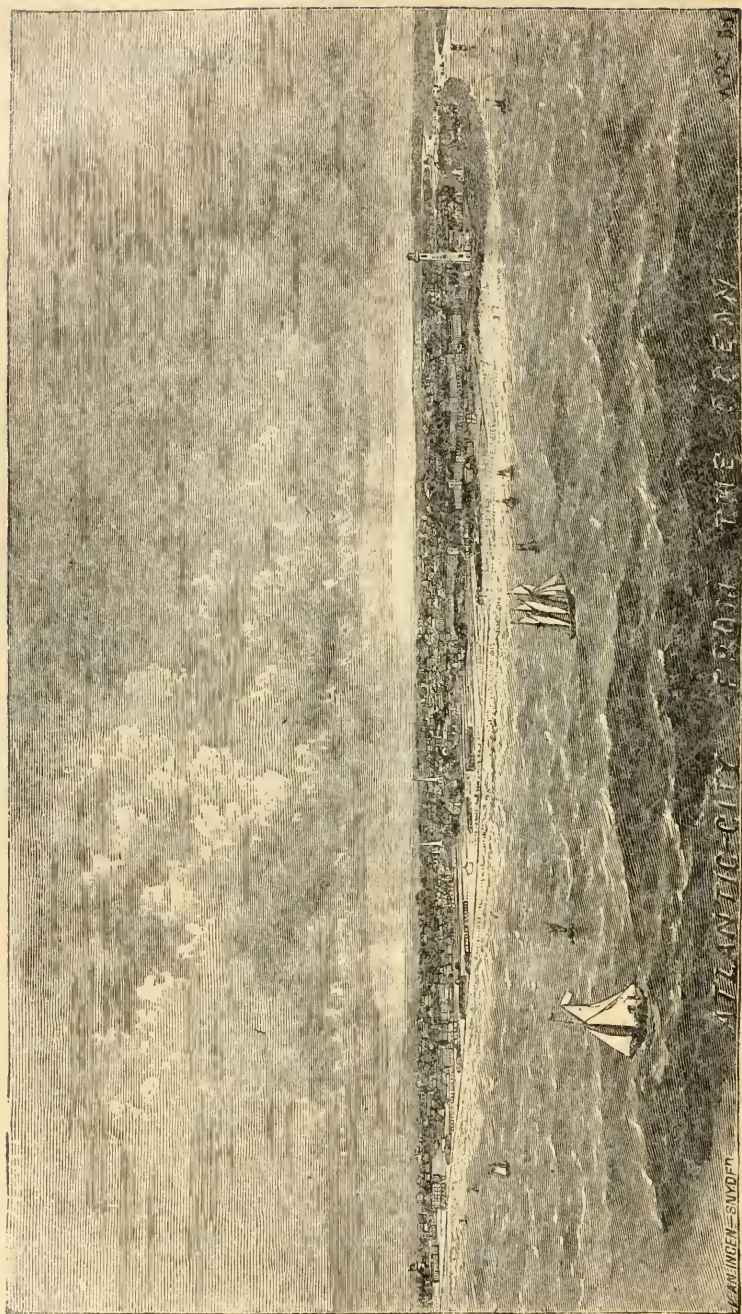
**Yorktown** (Salem co.), mail Woodstown.

**Youngsville** (Hunterdon co.), mail White House.

**Youngsville** (Warren co.), near Rocksburg.

**Yonpah** (Bergen co.), a hamlet near Oakland.

**Zaretown** (Salem co.), mail Daretown.



ATLANTIC CITY--TERMINUS OF CAMDEN & ATLANTIC RAILROAD. FIFTY-NINE MILES FROM PHILADELPHIA.



# THE NEWSPAPERS OF NEW JERSEY.—COUNTY OFFICERS, THEIR TERM OF OFFICE, TIME OF HOLDING COURT, Etc.

Assemblymen and County Collectors' term of office is one year. The President Judge is one of the Justices of the Supreme Court.

THE State of New Jersey is noted for the number of its newspapers, both daily and weekly; this gratifying popularity is owing to the ability and enterprise displayed by their editors and proprietors. We have herewith compiled a list of the most prominent newspapers of the State, arranged by counties, showing the population of the county and the town in which they are published. Many of these papers, it will be noticed, are among the oldest published in America. The list will serve as a guide to persons wishing to advertise in the various parts of the State, as by it they will see the population of the neighborhood, and they can communicate direct with the proprietors of the papers, saving the commissions they would otherwise have to pay.

## ATLANTIC COUNTY. POPULATION, 18,706.

*May's Landing, County Seat. Population, 875.*

RECORD (May's Landing), weekly. Estab. 1877. Wm. G. Taylor, editor.

Senator—John J. Gardiner, R., '84.

Assemblyman—Joseph H. Shinn, D.

Sheriff—Isaac Collins, '84.

Coroners—Gerrv Valentine, '82; Elisha E. Hudson, '84; Joseph P. Canby, '84.

County Clerk—Lorenzo A. Down, '83.

Surrogate—S. R. Divinney, '82.

County Collector—Joseph W. Thompson, Jr.

President Judge—Alfred Reed.

Lay Judges—Enoch Cordery, '82; Joseph Scull, '83; Richard J. Byrnes, '86.

Prosecutor of the Pleas—Alexander H. Sharp, '83.

Terms of Court—April, September, December—second Tuesday.

*Atlantic City. Population, 5,477.*

REVIEW (Atlantic City), weekly, with daily in summer. Estab. 1872. A. L. English, editor.

TIMES (Atlantic City), weekly, with daily in summer. Estab. 1877. J. F. Hall, editor.

*Egg Harbor. Population, 1,232.*

DEMOCRAT (Egg Harbor), weekly. Estab. 1861. A. J. Regenburt & Co., editors.

ATLANTIC JOURNAL (Egg Harbor), weekly. Estab. 1871. M. Stutzbach & Sons, editors.

DER PILOT (Egg Harbor), weekly. Estab. 1857. H. Mass, editor.

DER ZEITGEIST (Egg Harbor), weekly. Estab. 1867. M. Stutzbach & Co., editors.

*Hammonton. Population, 1,776.*

SOUTH JERSEY REPUBLICAN (Hammonton), weekly. Estab. 1862. Arville E. Hayt, publisher.

HORNET (Hammonton), weekly. Estab. 1878. D. E. Wooley, proprietor.

## BERGEN COUNTY. POPULATION, 36,790.

*Hackensack, County Seat. Population, 4,500.*

BERGEN INDEX (Hackensack), semi-weekly. Estab. 1875. S. E. Clapp, editor.

BERGEN COUNTY DEMOCRAT (Hackensack), weekly. Estab. 1860. Henry D. Winton, editor.

REPUBLICAN (Hackensack), weekly. Estab. 1870. T. B. Chrystal, editor.

Senator—Isaac Wortendyke, D., '84.

Assemblymen—Elias H. Sisson, D.; John Van Bussom, D. Sheriff—Isaac A. Hopper, '84.

Coroners—William H. Harrison, '83; Kenneth C. King and William Taylor, '84.

County Clerk—Samuel Taylor, '85.

Surrogate—John M. Knapp, '83.

County Collector—John W. Bogart.

President Judge—Jonathan Dixon.

Law Judge—William E. Sinner, '83.

Lay Judges—Garret G. Anderson, '82; William S. Banta, '84.

Prosecutor of the Pleas—A. D. Campbell, '85.

Terms of Court—April, September, and December—first Tuesday.

*Carlstadt. Population, 1,202.*

FREIE PRESSE (Carlstadt), weekly. Estab. 1873. Henry Matthey, editor.

*Englewood. Population, 2,100.*

STANDARD (Englewood), weekly. Estab. 1879. Joseph H. Tillotson, editor.

TIMES (Englewood), weekly. Estab. 1874. E. Winton, editor.

*Rutherford. Population, 867.*

HERALD (Rutherford), weekly. Estab. 1872. John Haywood, editor.

## BURLINGTON COUNTY. POPULATION, 55,403.

*Mount Holly, County Seat. Population, 4,211.*

HERALD (Mount Holly), weekly. Estab. 1826. W. B. Willis, editor.

MIRROR (Mount Holly), weekly. Estab. 1818. Chas. H. Folwell, editor.

NEWS (Mount Holly), semi-weekly. Estab. 1879. Powell & Bower, editors.

Senator—William Budd Deacon, R., '83.

Assemblymen—W. H. Carter, R.; Thomas M. Locke, R.; Henry C. Herr, R.

Sheriff—Nathan W. C. Hayes, '84.

Coroners—William L. Darby, '83; Franklin B. Keeler and George W. Bishop, '84.

County Clerk—John B. Deacon, '83.

Surrogate—John R. Howell, '86.

County Collector—Joseph Powell.

President Judge—Joel Parker.

Lay Judges—Clayton Lippincott, '82; Clayton A. Black, '83; William Parry, '84.

Prosecutor of the Pleas—Charles E. Hendrickson, '85.

Terms of Court—April, September and December—third Tuesday.

*Beverly. Population, 1,759.*

BANNER (Beverly), weekly. Estab. 1878. L. W. Perkins, editor.

WEEKLY VISITOR (Beverly), weekly. Estab. 1869. Samuel J. Hughes, editor.

*Bordentown. Population, 5,235.*

REGISTER (Bordentown), weekly. Estab. 1845. J. D. Flynn, editor.

REPUBLICAN (Bordentown), weekly. Estab. 1880. Edwin C. Applegate, editor.

*Burlington. Population, 7,000.*

GAZETTE (Burlington), weekly. Estab. 1835. J. O. Glas-cow, editor.

ENTERPRISE (Burlington), weekly. Estab. 1868. W. J. Bruce, editor.

*Moorestown. Population, 2,300.*

CHRONICLE (Moorestown), weekly. Estab. 1879. J. E. Watkins, editor.

PARISH GUIDE, (Moorestown), monthly. Rev. J. H. Lamb, editor.

*Smithville. Population, 310.*

MECHANIC (Smithville), weekly. Estab. 1870. Mrs. A. M. Smith, editor.

**CAMDEN COUNTY. POPULATION, 62,941.***Camden, County Seat. Population, 41,658.***POST** (Camden), daily. Estab. 1875. H. L. Bonsal & Son, editors.**DEMOCRAT** (Camden), weekly. Estab. 1832. Willis & Semple, editors.**PRESS** (Camden), weekly. Estab. 1820. Sinnickson Chew, editor.**COURIER** (Camden), weekly. Established 1876. Frank F. Patterson, editor.**SATURDAY EVENING EXPRESS** (Camden), weekly. Estab. 1879. F. H. Pierre, editor.**NEW JERSEY TEMPERANCE GAZETTE** (Camden), weekly. Estab. 1876. Rev. J. B. Grau, editor.

Senator—Albert Merritt, R., '85.

Assemblymen—Robert F. S. Heath, D.; Christopher J. Mines, Jr., R.; John H. McMurray, R.

Sheriff—Theodore B. Gibbs, '84.

Coroners—Jacob S. Justice, John D. Leckner and James Duple, '84.

County Clerk—John Hollinshead, '85.

Surrogate—David B. Brown, '86.

County Collector—Ezra Stokes.

Register of Deeds—John Evans, '85.

President Judge—Joel Parker.

Law Judge—David J. Pancoast, '82.

Lay Judges—Isaiah Woolston, '83; Joel Horner, '84.

Prosecutor of the Pleas—Richard S. Jenkins, '84.

Terms of Court—Second Tuesday in January, first Tuesday in May and October.

*Atco. Population, 300.***HERALD AND TIMES** (Atco), weekly. Estab. 1878. M. J. Skinner, editor.**SCIENCE ADVOCATE**, (Atco), quarterly. H. A. Green, editor.*Gloucester. Population, 5347.***REPORTER** (Gloucester), weekly. Estab. 1874. T. C. Hamilton and John H. McMurray, editors.*Haddonfield. Population, 1480.***ARGUS AND ADVOCATE** (Haddonfield), weekly. Watkins & Lovell, publishers.**CAPE MAY COUNTY. POPULATION, 9765.***Cape May C H., County Seat. Population, 575.***GAZETTE** (Cape May, C. H.), weekly. Established 1880. A. Cooper, editor.

Senator—Waters B. Miller, D., '83.

Assemblyman—Furman L. Richardson, R.

Sheriff—Remington Corson, '84.

Coroners—Daniel C. Eldridge, James Chester and Eugene C. Cole, '84.

County Clerk—Jonathan Hand, '85.

Surrogate—William Hildreth, '82.

County Collector—David T. Smith.

President Judge—Alfred Reed.

Lay Judges—Jesse H. Devisty, '82; Somers Gandy, '83; Joseph E. Hughes, '84.

Prosecutor of the Pleas—James R. Hoagland, '83.

Terms of Court—Fourth Tuesday in April and September, third Tuesday in December.

*Cape May. Population, 1699.***WAVE** (Cape May), weekly, with daily in summer. Estab. 1855. C. S. Magrath, editor.**STAR OF THE CAPE** (Cape May), weekly, with daily in summer. Estab. 1868. W. V. L. Seigman, editor.**CUMBERLAND COUNTY. POPULATION, 37,694.***Bridgeton, County Seat. Population, 8729.***EVENING NEWS** (Bridgeton), daily. Estab. 1879. Evening News Co., publishers.Also **DOLLAR NEWS**, weekly. Estab. 1874.**CHRONICLE** (Bridgeton), weekly. Estab. 1815. A. M. Heston, editor.**PATRIOT** (Bridgeton), weekly. Estab. 1865. John Cheesman, editor.**PIONEER** (Bridgeton), weekly. Estab. 1848. McCowan & Nichols, editors.

Senator—Isaac T. Nichols, R., '84.

Assemblymen—Charles Ladow, R.; Philip P. Baker, D.

Sheriff—Seth P. Husted, '84.

Coroners—Thomas Corson, Sr., '82; Daniel E. Woodruff and William F. Compton, '84.

County Clerk—Daniel Sharp, '82.

Surrogate—Samuel Steinmetz, '83.

County Collector—Henry B. Lupton.

President Judge—Alfred Reed.

Lay Judges—Elias Doughty, '82; Nathaniel Stratton, '83; Alphonso Woodruff, '84.

Prosecutor of the Pleas—James R. Hoagland, '85.

Terms of Court—First Tuesday in January, May and October.

*Millville. Population, 7660.***REPUBLICAN** (Millville), weekly. Estab. 1864. John W. Newlin, editor.**HERALD** (Millville), weekly. Estab. 1872. N. Whitaker, editor.**TRANSCRIPT** (Millville), weekly. Estab. 1882. Elfeth & Van Syckel, editors.*Vineland. Population, 7468.***JOURNAL** (Vineland), daily. Estab. 1875. B. F. Ladd, editor.**TIMES** (Vineland), daily. Estab. 1877. J. B. Duffey and Mrs. J. B. Duffey, editors.**INDEPENDENT** (Vineland), weekly. Estab. 1866. H. W. Wilbur, editor.**MORNING NEWS** (Vineland), weekly. Estab. 1882. French & Co.**ADVOCATE** (Vineland), weekly. Estab. 1879. B. F. Ladd.**ESSEX COUNTY. POPULATION, 189,929.***Newark, County Seat. Population, 136,400.***ADVERTISER** (Newark), daily. Estab. 1832. Thomas T. Kinney, editor.Also **SENTINEL OF FREEDOM**, weekly.**JOURNAL** (Newark), daily and weekly. Estab. 1857. W. B. Guild, editor.**REGISTER** (Newark), daily. Estab. 1870. M. H. C. Vail, editor.**NEWARKER TAGEBLATT** (Newark), daily. Estab. 1877. P. J. Immergruer, editor.**NEW JERSEY FREIE ZEITUNG** (Newark), daily. Estab. 1858. Th. Prieth, proprietor.**DER ERZACHLER** (Newark), Sunday. Estab. 1858. B. Prieth, editor.**BEOBACHTER AM PASSAIC** (Newark), weekly. Estab. 1875. E. V. Schroelter, editor.**PRESS** (Newark), weekly. Estab. 1828. J. A. Beecher, editor.**CALL** (Newark), Sunday. Estab. 1872. Ure & Co., editors.**TEMPERANCE HERALD** (Newark), weekly. Estab. 1879. Mrs. J. A. Beecher, editor.**NEWARK WEEKLY PRESS** (Newark), weekly. Estab. 1878. J. A. Beecher, editor.

Senator—William Stansby, R., '85.

Assemblymen—John H. Parsons, R.; Robert McGowan, D.; Roderick Robertson, R.; David Young, R.; Ulysses B. Brewster, R.; Edward R. Pennington, R.; Adam Turkes, D.; vacancy; Edwin B. Smith, R.; Michael McMahon, D.

Sheriff—William Wright, '84.

Coroners—Charles W. Hagen, Joshua W. Reed and Alfred F. Munn, '84.

County Clerk—William A. Smith, '82.

Surrogate—C. Meyer Zuhick, '84.

County Collector—P. S. Pierson.

Register of Deeds—Henry W. Egner, '84.

President Judge—David A. Depeu.



Law Judge—Ludlow McCarter, '85.  
 Lay Judges—John H. Meeker, '82; Stephen W. Tichenor, '83.  
 Prosecutor of the Pleas—C. N. Abeel, '82.  
 Terms of Court—First Tuesday in April, September and December.

*Bloomfield. Population, 5648.*

RECORD (Bloomfield), weekly. Estab. 1873. Stephen M. Hulin, editor.

*East Orange. Population, 8005.*

GAZETTE (East Orange), weekly. Estab. 1873. S. M. Long, editor.

*Montclair. Population, 5146.*

TIMES (Montclair), weekly. Estab. 1877. A. C. Studer, editor.

*Orange. Population, 13,206.*

VOLKS-BOTE (Orange), semi-weekly. Estab. 1872. August Erdmann, editor.

CHRONICLE (Orange), weekly. Estab. 1869. F. W. Baldwin, editor.

ESSEX COUNTY WOCHENBLATT (Orange), weekly. Estab. 1876. Louis Darnstaedt, editor.

JOURNAL (Orange), weekly. Estab. 1854. Samuel Toombs, editor.

*South Orange. Population, 2178.*

BULLETIN (South Orange), weekly. Estab. 1870. O. B. Smith, editor.

GLOUCESTER COUNTY. POPULATION, 25,886.

*Woodbury, County Seat. Population, 2298.*

CONSTITUTION (Woodbury), weekly. Estab. 1834. A. S. Barber & Son, editors.

DEMOCRAT (Woodbury), weekly. Estab. 1878. T. D. Carpenter, editor.

LIBERAL PRESS (Woodbury), weekly. Estab. 1877. W. E. Schock and F. H. Heritage, editors.

Senator—Thomas M. Farrell, D, '85

Assemblyman—Abijah S. Hewitt, D.

Sheriff—John W. Downes, '84.

Coroners—Charles B. Wolf, '83; Adon W. Cattell and R. Morrison Pedrick, '84.

County Clerk—S. P. Loudenslager, '82.

Surrogate—W. H. Livermore, '84.

County Collector—Joseph Paul.

President Judge—Joel Parker.

Lay Judges—Benjamin F. Carter, '82; Samuel T. Miller, '83; John M. Moon, '84.

Prosecutor of the Pleas—Belmont Perry, '84.

Terms of Court—First Tuesday in April, September and December.

*Clayton. Population, 1400.*

ENTERPRISE (Clayton), weekly. Estab. 1880. D. S. Maynard, editor.

STAR (Clayton), weekly. Estab. 1881. Duffield & Son, editors.

*Newfield. Population, 200.*

ITEM (Newfield), weekly. Estab. 1873. A. C. Dalton, editor.

*Swedesboro. Population, 958.*

TIMES (Swedesboro), weekly. Estab. 1871. Mrs. Z. Emory, editor.

HUDSON COUNTY. POPULATION, 187,950.

*Jersey City, County Seat. Population, 120,728.*

ARGUS (Jersey City), daily. Estab. 1875. M. Mullone, editor.

JOURNAL (Jersey City), daily. Estab. 1867. Z. K. Pangborn, editor. Jos. A. Dear, business manager.

HERALD AND GAZETTE (Jersey City), weekly. Estab. 1867. Allan F. McDermott, editor.

DISPATCH (Jersey City), weekly. Estab. 1879. J. B. Brewster, editor.

REFORMED CHURCHMAN (Jersey City), monthly. Estab. 1880.

SUNBEAM (Jersey City), monthly. Estab. 1879.

Senator—Elijah T. Paxton, D., '84.

Assemblymen—George H. Farrier, R.; John O'Rourke, D.; Thomas V. Cator, Anti-Monop.; David M. Durell, R.; David W. Lawrence, R.; James C. Clarke, D.; Dennis McLaughlin, D.; William McAdoo, D.; Robert McCague, Jr., D.; James J. Casey, D.

Sheriff—Cornelius J. Cronan, '84.

Coroners—Rob't Duffy, Rob't Elliott and John J. Devitt, '84.

County Clerk—H. K. Van Horn, '85.

Surrogate—William McAvoy, '85.

County Collector—E. W. Kingsland.

Registrar of Deeds—Jeremiah B. Cleveland, '85.

President Judge—Manning M. Knapp.

Law Judge—Abraham Q. Garretson, '83.

Lay Judges—John Brinkerhoff, '80; Asa W. Fry, '84.

Prosecutor of the Pleas—Alexander T. McGill, '83.

Terms of Court—First Tuesday in April, September and December.

*Bayonne City. Population, 9372.*

HERALD (Bayonne City), weekly. Estab. 1869. Bayonne Printing Co., editors.

TIMES (Bayonne City), weekly. Estab. 1870. E. Gardner & Sons, editors.

*Harrison. Population, 5510.*

SENTINEL (Harrison), weekly. Estab. 1880.

KEARNEY RECORD (Harrison), weekly. Estab. 1873. M. Lawless, proprietor.

*Hoboken. Population, 3999.*

DEMOCRAT (Hoboken), weekly. Estab. 1854. Bayer & Kauffman, editors.

JOURNAL (Hoboken), weekly. Two editions, English and German. Estab. 1868. Bayer & Kauffman, editors.

*West Hoboken. Population, 2214.*

PALISADE NEWS (West Hoboken), weekly. Estab. 1870. Alfred E. Gregory, editor.

HUNTERDON COUNTY. POPULATION, 38,568.

*Flemington, County Seat. Population, 1851.*

DEMOCRAT (Flemington), weekly. Estab. 1838. Rob't J. Killgore, editor.

REPUBLICAN (Flemington), weekly. Estab. 1856. W. G. Callis, editor.

ADVERTISER (Flemington). Estab. 1881. George C. Hughes, editor.

Senator—Eli Bosenbury, D., '83.

Assemblymen—George H. Mathews, D.; Jacob Hipp, D.

Sheriff—George G. Lunger, '84.

Coroners—George T. Ribble, Hugh Reynolds and John C. Lake, '84.

County Clerk—John M. Hyde, '83.

Surrogate—William H. Johnson, '84.

County Collector—William W. Swayze.

President Judge—Mercer Beasley.

Law Judge—Augustus E. Sanderson, '86.

Lay Judges—John L. Jones, '83; James P. Hoffman, '84.

Prosecutor of the Pleas—Edward P. Conkling, '86.

Terms of Court—Second Tuesday in April and first Tuesday in September and December.

*Clinton. Population, 842.*

DEMOCRAT (Clinton), weekly. Estab. 1868. J. Carpenter, Jr., editor.

*Frenchtown. Population, 1039.*

INDEPENDENT (Frenchtown), weekly. Estab. 1871. J. R. Hardon, editor.

ENTERPRISE (Frenchtown), weekly. Estab. 1881. Ross Slack, editor.

STAR (Frenchtown), weekly. Estab. 1880. William H. Sipes, editor.

*Lambertville. Population, 4183.*

BEACON (Lambertville), weekly. Estab. 1845. Phineas K. Hazen, editor.

RECORD (Lambertville), weekly. Estab. 1872. Clark Pierson, editor.

*Milford. Population, 750.*

LEADER (Milford), weekly. Estab. 1880. John C. Rittenhouse, editor.

### MERCER COUNTY. POPULATION, 58,058.

*Trenton, County Seat. Population, 29,910.*

STATE GAZETTE (Trenton), daily and weekly. Estab. daily, 1817; weekly, 1792. John L. Murphy, proprietor; Wm. C. Oke, editor.

TRUE AMERICAN (Trenton), daily and weekly. Estab. daily, 1833; weekly, 1800. Naar, Day & Naar, editors.

EMPORIUM (Trenton), daily. Estab. 1867. John Briest, editor.

NEWS (Trenton), semi-weekly. Estab. 1878. J. W. Moody, editor.

HERALD (Trenton), weekly. Estab. 1875. E. C. Stahl, editor.

NEW JERSEY STAATS JOURNAL (Trenton), weekly. Estab. 1867. E. C. Stahl, editor.

FLOWERS' FAMILY MAGAZINE (Trenton), monthly. Estab. 1878. W. P. Flowers, editor.

Senator—John Taylor, R., '84.

Assemblymen—Nelson M. Lewis, R.; Eckford Moore, D.; William J. Convery, D.

Sheriff—Amos Sickel, '84.

Coroners—Thomas Abbott, John Ducknum and John R. D. Bower, '84.

County Clerk—Randolph H. Moore, '82.

Surrogate—John H. Scudder, '84.

County Collector—William T. Allen.

President Judge—Mercer Beasley.

Law Judge—John H. Stewart, '85.

Lay Judges—Edward T. R. Applegate, '82; William S. Yard, '83.

Prosecutor of the Pleas—Mercer Beasley, Jr., '84.

Terms of Court—Third Tuesday in January, second Tuesday in May, and first Tuesday in October.

*Hightstown. Population, 3000.*

GAZETTE (Hightstown), weekly. Estab. 1849. T. B. Appleget, editor.

INDEPENDENT (Hightstown), weekly. Estab. 1876. R. M. T. Smith, editor.

*Princeton. Population, 3209.*

PRESS (Princeton), weekly. Estab. 1832. C. S. Robinson, editor.

PRINCETONIAN (Princeton), bi-weekly. Estab. 1876. Students of Princeton College, editors.

NASSAU LITERARY MAGAZINE (Princeton), monthly. Estab. 1845. Senior Class of Princeton College, editors.

*Hopewell. Population, 500.*

HERALD (Hopewell), weekly. J. N. Leigh, publisher.

### MIDDLESEX COUNTY. POPULATION, 52,286.

*New Brunswick, County Seat. Population, 17,167.*

FREDONIAN (New Brunswick), daily and weekly. Estab. daily, 1855; weekly, 1811. John F. Babcock, editor.

HOME NEWS (New Brunswick), weekly. Estab. 1879. Hugh Boyd, editor.

TIMES (New Brunswick), daily and weekly. Estab. daily, 1866; weekly, 1815. A. E. Gordon, editor.

TARGUM (New Brunswick), monthly. Estab. 1869. Students of Rutgers College, editors.

Senator—Isaac L. Martin, R., '83.

Assemblymen—John Adair, R.; James H. Van Cleef, D.; James H. Goodwin, R.

Sheriff—Andrew J. Disbrow, '84.

Coroners—Samuel C. Ensign, Henry Blumer and George G. Clark, '84.

County Clerk—Charles S. Hill, '82.

Surrogate—William Reilly, Jr., '82.

County Collector—Levi D. Jarrard.

President Judge—Edward W. Scudder.

Law Judge—Andrew K. Cogswell, '85.

Lay Judges—Charles S. Scott, '82; Charles F. Newton, '83.

Prosecutor of the Pleas—C. T. Cowenhowen, '22.

Terms of Court—First Tuesday in April, September and December.

*Perth Amboy. Population, 4808.*

DEMOCRAT (Perth Amboy), weekly. Estab. 1868. Henry Farmer, editor.

REPUBLICAN (Perth Amboy), weekly. Estab. 1881. Tooker & Moore, proprietors.

*Woodbridge. Population, 2700.*

INDEPENDENT HOUR (Woodbridge), weekly. Estab. 1876. P. K. Edgar, editor.

*Metuchen. Population, 1400.*

THE INQUIRER (Metuchen), semi-monthly. Estab. 1880. St. George Kempson, proprietor.

*South Amboy. Population, 3648.*

CITIZEN (South Amboy), weekly. Estab. 1881. James W. Laughlin, editor.

*Cranberry. Population, 1000.*

NEWS (Cranberry), weekly. Estab. 1882. R. M. Stults, editor.

### MONMOUTH COUNTY. POPULATION, 55,335.

*Freehold, County Seat. Population, 3000.*

DEMOCRAT (Freehold), weekly. Estab. 1834. James S. Yard, editor.

INQUIRER (Freehold), weekly. Estab. 1820. E. F. Applegate, editor.

Senator—John S. Applegate, R., '85.

Assemblymen—Peter Forman, Jr., D.; David A. Bell, D.; Benjamin Griggs, R.

Sheriff—John I. Thompson, '84.

Coroners—John Nefie, Theodore S. Woolley and John P. Cooper, '84.

County Clerk—T. V. Arrowsmith, '83.

Surrogate—A. R. Throckmorton, '83.

County Collector—John H. Laird.

President Judge—Edward W. Scudder.

Law Judge—Alfred Walling, Jr., '85.

Lay Judges—John Remsen, '82; John L. Wheeler, '83.

Prosecutor of the Pleas—John E. Lanning, '82.

Terms of Court—First Tuesday after the first day of January, first Tuesday in May and October.

*Asbury Park. Population, 700.*

JOURNAL (Asbury Park), weekly. Estab. 1876. John L. Coffin, editor.

SHORE PRESS (Asbury Park), weekly. Estab. 1879. Jonathan R. Ingling, editor.

OCEAN GROVE RECORD (Asbury Park), weekly. Estab. 1876. Rev. A. Wallace, editor.

*Eatontown. Population, 1500.*

ADVERTISER (Eatontown), weekly. Estab. 1877. James Steen, editor.

*Keyport. Population, 3003.*

WEEKLY (Keyport), weekly. Estab. 1871. M. H. & H. D. LeRoy, editors.

ENTERPRISE (Keyport), weekly. Estab. 1879. Armstrong Bros., editors.

*Long Branch. Population, 6500.*

MIRROR (Long Branch), weekly. Estab. 1881. Kellett & Trafford, editors.

NEWS (Long Branch), weekly, daily in summer. Estab. 1866. J. Stults, editor.

*Manasquan. Population, 1000.*

SEA SIDE (Manasquan), weekly. Estab. 1877. E. S. V. Stultz, editor.



*Matawan. Population, 2350.*

JOURNAL (Matawan), weekly. Estab. 1869. David A. Bell, editor.

*Red Bank. Population, 3800.*

NEW JERSEY STANDARD (Red Bank), weekly. Estab. 1852. F. M. Hartsborne, editor.

REGISTER (Red Bank), weekly. Estab. 1878. John H. Cook, editor.

*Ocean Beach. Population, 500.*

THE CRAB (Ocean Beach) weekly. Estab. 1881. R. P. Miller, editor.

*Atlantic Highlands.*

HERALD (Atlantic Highlands), weekly. Estab. 1881. Everett Bros., editors.

*Seabright. Population, 600.*

SENTINEL (Seabright), weekly. Estab. 1881. Rev. J. E. Lake, editor.

## MORRIS COUNTY. POPULATION, 50,867.

*Morristown, County Seat. Population, 5446.*

JERSEYMAN (Morristown), weekly. Estab. 1826. Vance & Stiles, editors.

CHRONICLE (Morristown), weekly. Estab. 1877. Joshua Brown, editor.

TRUE DEMOCRATIC BANNER (Morristown), weekly. Estab. 1838. Mrs. L. C. Vogt, editor.

THE RECTOR'S ASSISTANT (Morristown), quarterly. Estab. 1880. Rev. Geo. H. Caldwell, editor.

Senator—James C. Youngblood, R., '84.

Assemblymen—William C. Johnson, R.; John F. Post, R.; Oscar Lindsley, D.

Sheriff—William H. Howell, '84.

Coroners—Julius A. Drake, Jacob Z. Budd and Samuel Schuyler, '84.

County Clerk—Melvin S. Condit, '83.

Surrogate—Charles A. Gillen, '83.

County Collector—William H. Lambert.

President Judge—William J. Magie.

Law Judge—Francis Child, '83.

Lay Judges—David W. Delliker, '82; Freeman Wood, '84.

Prosecutor of the Pleas—Geo. W. Forsyth, '85.

Terms of Court—Third Tuesday in January and first Tuesday in May and October.

*Boonton. Population, 2685.*

BULLETIN (Boonton), weekly. Estab. 1870. S. L. Garrison, editor.

*Dover. Population, 3100.*

INDEX (Dover), weekly. Estab. 1875. Frank F. Hummel, editor.

IRON ERA (Dover), weekly. Estab. 1870. B. H. Vogt, editor.

*Madison. Population, 3003.*

JOURNAL (Madison), weekly. Estab. 1877. Lorenzo H. Abbey, editor.

## OCEAN COUNTY. POPULATION, 14,455.

*Toms River, County Seat. Population, 1200.*

COURIER (Toms River), weekly. Estab. 1850. S. C. Jennings, editor.

DEMOCRAT (Toms River), weekly. Estab. 1877. W. A. Gwynne, editor.

Senator—Abraham C. B. Havens, R., '84.

Assemblyman—Clifford Horner, D.

Sheriff—James J. Allen, '84.

Coroners—Abraham Lower, Walter H. Wright and Luke A. Courtenay, '84.

County Clerk—William I. James, '85.

Surrogate—Charles W. Potter, '85.

County Collector—E. Cowperthwait.

President Judge—Bennet Van Sckel.

Lay Judges—William A. Low, '82; Richard H. Conover, '83; William Jeffry, '84.

Prosecutor of the Pleas—Thomas W. Middleton, '82.

Terms of Court—First Tuesday in January, May and October.

*Lakewood. Population, 300.*

TIMES AND JOURNAL (Lakewood), weekly. Estab. 1863. W. S. Snyder, editor.

## PASSAIC COUNTY. POPULATION, 68,716.

*Paterson, County Seat. Population, 50,887.*

GUARDIAN (Paterson), daily and weekly. Estab. daily, 1856; weekly, 1834. Carleton M. Herrick, editor.

PRESS (Paterson), daily and weekly. Estab. weekly, 1863. Chiwell & Wurtz, editors.

VOLKSFREUND (Paterson), tri-weekly. Estab. 1870. Carl August Baeger, editor.

JOURNAL (Paterson), semi-weekly. Estab. 1870. Otto Stutzbach, editor.

LABOR STANDARD (Paterson), weekly. Estab. 1878. McDonnell & McNeill, editors.

Senator—Garret A. Hobart, R., '83.

Assemblymen—Joseph A. Greaves, R.; Patrick Henry Shields, R.; William F. Gaston, R.; Thomas Flynn, D.

Sheriff—Winfield S. Cox, '84.

Coroners—James W. Collins, George F. Newcomb and Nixon Campiell, '84.

County Clerk—William M. Smith, '86.

Surrogate—Henry McDonalds, '85.

County Collector—William H. Hayes.

President Judge—Jonathan Dixon.

Law Judge—Abraham B. Woodruff, *ad interim*.

Lay Judges—John R. Daggers, '82; Henry P. Simmons, '83.

Prosecutor of the Pleas—Eugene Stevenson, '83.

Terms of Court—Fourth Tuesday in April and September, and the first Tuesday after the first day of January.

*Passaic. Population, 6532.*

NEWS (Passaic), daily. Estab. 1877. Arthur Sawyer, editor.

HERALD (Passaic), weekly. Estab. 1872. Orrin Van Derhoven, editor.

ITEM (Passaic), weekly. Estab. 1870. Alfred Speer, editor.

## SALEM COUNTY. POPULATION, 24,580.

*Salem, County Seat. Population, 5057.*

SUNBEAM (Salem), weekly. Estab. 1844. Robert Gwynne & Son, editors.

STANDARD (Salem), weekly. Estab. 1819. R. Patterson, editor.

SOUTH JERSEYMAN (Salem), weekly. Estab. 1881. Smith & Bell, editors.

Senator—George Hires, R., '85.

Assemblymen—Henry Coombs, R.

Sheriff—Charles D. Coles, '84.

Coroners—Charles W. Denn, John Q. A. Donny and William Carney, '84.

County Clerk—J. M. Lippincott, '84.

Surrogate—George R. Morrison, '82.

County Collector—A. Smith Reeves.

President Judge—Alfred Reed.

Lay Judges—Allen Wallace, '82; William Plummer, '83; Joseph Cook, '84.

Prosecutor of the Pleas—Albert H. Slape, '85.

Terms of Court—Third Tuesday in January, May and October.

*Pennsgrove. Population, 1000.*

RECORD (Pennsgrove) weekly. Estab. 1878. J. W. Laughlin, editor.

*Woodstown. Population, 1300.*

REGISTER (Woodstown), weekly. Estab. 1869. William Taylor, editor.

*Elmer. Population, 300.*

GAZETTE (Elmer), weekly. Estab. 1800. D. S. Maynard, editor.

**SOMERSET COUNTY. POPULATION, 27,161.***Somerville, County Seat. Population, 3220.***GAZETTE** (Somerville), weekly. Estab. 1864. A. V. D. Honeyman, editor.**MESSENGER** (Somerville), weekly. Estab. 1822. John H. Mattison, editor.**UNIONIST** (Somerville), weekly. Estab. 1863. E. P. Porter, editor.**NEW JERSEY LAW JOURNAL** (Somerville), monthly. Estab. 1878. Edward Q. Keasbey, editor.

Senator—Eugene S. Doughty, D., '85.

Assemblyman—William A. Schomp, D.

Sheriff—Lewis A. Thompson, '83.

Coroners—Henry G. Wagoner, Amadee F. Vorhees and William J. Swinton, '84.

County Clerk—M. H. Vandever, '85.

Surrogate—William H. Long, '83.

County Collector—A. Berry.

President Judge—William J. Magie.

Lay Judges—Andrew V. D. B. Vosseller, '82; John M. Garrettsou, '83; Joseph Thompson, '84.

Prosecutor of the Pleas—James J. Bergen, '82.

Terms of Court—Third Tuesday in April, September and December.

*Bound Brook. Population, 1250.***CHRONICLE** (Bound Brook), weekly. Estab. 1868. A. J. Shampamore, editor.**SUSSEX COUNTY. POPULATION, 23,553.***Newton, County Seat. Population, 2513.***HERALD** (Newton), weekly. Estab. 1829. Thomas G. Bunnell, editor.**REGISTER** (Newton), weekly. Estab. 1813. Richard F. Goodman, editor.

Senator—Thomas Lawrence, D., '83.

Assemblyman—William E. Ross.

Sheriff—Jacob E. Hornbeck, '84.

Coroners—Levi D. Miller, Emerson B. Potter and Jacob C. Price, '84.

County Clerk—John H. Neldon, (fill vacancy), '82.

Surrogate—G. B. Dunning, '83.

County Collector—Theodore Morford.

President Judge—William J. Magie.

Law Judge—Lewis J. Martin, '86.

Lay Judges—Hiram C. Clark, '83; James B. Huston, '84.

Prosecutor of the Pleas—Lewis Cochran, '84.

Terms of Court—First Tuesday in April, September and December.

*Deckertown. Population, 1003.***INDEPENDENT** (Deckertown), weekly. Estab. 1870. John J. Stanton, editor.**UNION COUNTY. POPULATION, 55,571.***Elizabeth, County Seat. Population, 28,129.***HERALD** (Elizabeth), daily and weekly. Estab. daily, 1867; weekly, 1861. Cook & Hall, editors.**JOURNAL** (Elizabeth), daily and weekly. Estab. daily, 1868; weekly, 1773. Fred. W. Foote, editor.**FRIE PRESSE** (Elizabeth), semi-weekly. Estab. 1871. C. H. Schmidt, editor.

Senator—Benjamin A. Vail, R., '85.

Assemblyman—John T. Dunn, D.; George T. Parrott, R.; Frank L. Sheldon, R.

Sheriff—Thomas Forsyth, '84.

Coroners—Henry J. Strahemeyer, Jr., '82; Monroe B. Long and Henry H. Lowrie, '84.

County Clerk—James S. Vosseller, '82.

Surrogate—James J. Gerber, '82.

County Collector—Patrick Sheridan.

President Judge—Bennet Van Syckel.

Law Judge—Thomas F. McCormick, '83.

Lay Judges—David Mulford, '82; Nathan Harper, *ad interim*.

Prosecutor of the Pleas—William R. Wilson, '86.

Terms of Court—First Tuesday in January, May and October.

*Plainfield. Population, 8126.***BULLETIN** (Plainfield), daily and weekly. Estab. daily, 1879; weekly, 1880. E. O. Chamberlain, editor.**CENTRAL NEW JERSEY TIMES** (Plainfield), weekly. Estab. 1868. J. C. Runyon, editor.**CONSTITUTIONALIST** (Plainfield), weekly. Estab. 1868. W. L. Force & Co., editors.*Rahway. Population, 6454.***ADVOCATE AND TIMES** (Rahway), weekly. Estab. 1822. W. L. Mershon & Co., editors.**NATIONAL DEMOCRAT** (Rahway), weekly. Estab. 1840. Lewis S. Hyer, editor.**WARREN COUNTY. POPULATION, 36,588.***Belvidere, County Seat. Population, 1750.***APOLLO** (Belvidere), weekly. Estab. 1824. Josiah Ketcham, editor.**JOURNAL** (Belvidere), weekly. Estab. 1833. Adam Bellis, editor.

Senator—George H. Beatty, D., '85.

Assemblymen—William Fritz, D.; Robert Bond, D.

Sheriff—William K. Bowers, '84.

Coroners—W. Scott Johnson, William M. Mayberry and Augustus Deilker, '84.

County Clerk—William L. Hoagland, '85.

Surrogate—Martin C. Swartsweller, '84.

County Collector—P. H. Hann.

President Judge—Mercer Beasley.

Law Judge—William H. Morrow, '82.

Lay Judges—Jehiel T. Kern, '83; James Somerville, '84.

Prosecutor of the Pleas—Sylvester C. Smith, '86.

Terms of Court—Fourth Tuesday in April, third Tuesday in September, and the first Tuesday after the fourth Tuesday in December.

*Blairstown. Population, 500.***PRESS** (Blairstown), weekly. Estab. 1877. Jacob L. Bunnell, editor.*Hackettstown. Population, 2502.***GAZETTE** (Hackettstown), weekly. Estab. 1856. Ziba Ossman, editor.**HERALD** (Hackettstown), weekly. Estab. 1871. A. C. Higgins, editor.*Phillipsburg. Population, 7180.***DEMOCRAT** (Phillipsburg), weekly. Estab. 1868. Charles F. Fitch, editor.*Washington. Population, 2142.***REVIEW** (Washington), weekly. Estab. 1877. John W. Nutze, editor.**STAR** (Washington), weekly. Estab. 1868. Richard Van-ho n, editor.



## TOM'S RIVER.

AN ACTIVE BUSINESS TOWN ATTRACTIVELY SITUATED ON THE RIVER OF THAT NAME, SIX MILES FROM THE OCEAN, AND THE SEAT OF JUSTICE OF OCEAN COUNTY.

Tom's River, the capital of Ocean County, is located on the river of the same name, and on the Tom's River and Waretown branch of the New Jersey Southern Railroad,  $6\frac{1}{2}$  miles southeast from Manchester, 13 miles north of Barnegat Junction, and 6 miles west of the ocean. It is not only fortunate in situation, but presents in the character of its residences, in its finely shaded streets, in its mercantile and other establishments, and in the intelligence and enterprise of its population, very superior attractions.

The origin of the name Tom's River has not been definitely determined. The traditions concerning it are at variance. One tradition states "that the river derived its name from Captain William Tom, who settled upon the banks of the Delaware in 1664, and that he frequently visited this part of the State, and induced settlers to locate here, the latter naming the river after him." Another tradition asserts "it was given the name of a noted Indian chief, named Tom, who had his wigwam in 1740 upon Dillon's Island." But from historical evidence, the presumption is, the stream was not named for the Indian, as the records sustain the belief that the Indian, when Tom's River received its name, if in existence at all, was a papoose lashed fast to a board—an uncommon subject to name anything for. The former is most probably the correct origin of the name.

During the American Revolution a rude fort or blockhouse was erected a short distance north of the bridge at Tom's River, on a hill a hundred yards east of the road to Freehold. In the latter part of the war this blockhouse was attacked by a superior force of the enemy. Its commander, Captain Huddy, most gallantly defended it until his ammunition was expended, and no alternative but surrender left. After the little brave garrison was in their power, it is said they deliberately murdered five men asking for quarter. From thence Captain Huddy, Justice Randolph, and the remaining prisoners were taken to New York, when suffering the various progressions of barbarity inflicted upon those destined to a violent or lingering death, these two gentlemen, with a Mr. Fleming, were put into the hold of a vessel. Captain Huddy was ironed, hand and foot, and shortly after barbarously hanged on the shore at the Highland of Navisink. After Captain Huddy and party were taken to New York, the little village of Tom's River, consisting of about a dozen houses, together with a grist and saw-mill, were, with the block-house, burned to the ground by the British troops, and an iron cannon spiked and thrown into the river.

The adaptability of the location encouraged building at Tom's River, after the close of the Revolutionary war, and several houses were erected, and the place gradually grew in size and population. In 1833 the place contained from fifty to sixty frame dwellings, two taverns, six stores and a Methodist church. Many sloops and schooners were built here at this time, and more than \$200,000 worth of timber and cord wood annually exported.

The river here expands into a stream from half a mile to a mile, and is navigable for sloops and schooners, and it, as well as the Barnegat Bay, abound in both shell and scale fish, and its banks in some places afford excellent meadows for cranberry culture, while wild ducks, geese and smaller game birds are to be had by short excursions from the village. Branching out toward the bay and seashore, are splendid drives, level as a floor, and kept in this condition nearly the entire year. Of late years, Tom's River has grown steadily in popularity as a summer resort, and it certainly must continue to grow in popular favor more and more, as its real solid attractions become better and more widely known. It is in close proximity to Island Heights, a popular camp-meeting resort and summer home of many of the Methodist denomination.

Tom's River is the business centre of a large district, has a large domestic trade, and also a very large and profitable export trade by water and rail, in fish, cranberries, etc. There are four churches—Presbyterian, Methodist, Baptist and Episcopal; one large school, three commodious hotels, a national bank, and numerous industries. There are two weekly newspapers, the oldest established being the *Courier*, which was first issued in 1850, as the *Ocean Emblem*, and in 1866 under its present name. Mr. G. C. Jennings, editor and proprietor. The *Democrat* was issued for the first time in 1877, and is now edited and published by Mr. William A. Gwynne. Tom's River has been the seat of justice of the county since its formation, in 1850. Population, about 2,000.

**Tom's River Iron Foundry,** J. C. Lake, Proprietor, near the Pennsylvania Railroad Depot.—The great advantages of water-power offered by the branch of the river that flows through the immediate locality of the railroad here and the facilities that are at hand for the shipment of goods to Philadelphia, New York and other markets, induced the enterprising Mr. Lake to build his foundry here about eight months ago, and begin the manufacture of small specialties for shade fixtures, as well as every description of light and general job castings to order for any purpose for household, mechanical or agricultural use. The foundry building is of frame, 34x65 feet in extent, and fitted with all the necessary machinery for the trade, which is operated by a water turbine wheel of twelve-horse power, fed from the branch of the river on which the foundry is built, the capacity of the foundry being two tons of metal per day. Fifteen hands are engaged in the works and find regular employment, and from the success that Mr. Lake has met since his inception, the foundry must soon be enlarged and the number of hands increased. He is also engaged in the manufacture of a self-holding steering apparatus, which enables one man to steer a vessel in a heavy sea or gale, and for hours at a time with ease, as it takes all the strain from him and holds it in any or all positions, and yet allows perfect freedom of action when operated by the wheelman. It is applicable to the smallest bay boats or the largest of sea vessels. Mr. Lake is a native of Atlantic County, and a thorough, active and enterprising gentleman, and is meeting with every success.

**R. Potter,** Groceries and Provisions, Wood and Willowware, Cutlery, Tinware, Flour and Feed, Cigars and Tobacco, Water Street.—Fourteen years ago Mr. Potter, who is a native of Ocean County, founded his present industry and has now gained a leading and prominent rank among the representatives in his branch of the industries of Tom's River. The store occupied is a frame building of two stories, 40x42 feet in extent and well equipped for the trade. The stock carried bears a representative value of \$5,000, and is composed of a fine line of groceries and provisions, wood and willowware, cutlery and tinware, flour and feed, etc. Sales are at the rate of \$20,000 per annum, the trade done covering the best section of the surrounding country. Three hands find constant employment in the making up of orders and waiting on patrons. Mr. Potter is a director of the Ocean County National Bank, of Tom's River, and is one of the most prominent members of the community.

**George R. Wardell,** Photographer, Main Street.—Mr. Wardell has added his artistic industry to the business interests established within the past year to Tom's River, and is the chief representative of his profession here. Having had many years' experience at the business in Trenton, he brings to his aid all the advantages of study and skill and has already built up a liberal patronage. His gallery is nicely fitted up and well furnished and fully equipped with all the latest modern improvements of science for the taking of first-class portraits. There are four nice apartments, the size of the gallery being 15x24 feet. Mr. Wardell is a native of Ocean County and has made a solid footing already from his superior and life-like portraits and the artistic style and finish of his retouched negatives.

**C. B. Mathis,** Wholesale and Retail Dealer in Drugs, Medicines, Paints, Oils, Varnishes, Main Street.—One of the best represented industries of Tom's River, is the druggist, and one of the leading houses in this branch of business is that of C. B. Mathis, which has been thirteen years established and doing a large successful trade. The store is a superior one, well located on the Main Street, fitted up in the best order and is a frame building 18x65 feet in extent. The stock carried is a full and complete one, consisting of drugs, medicines, oils, paints, varnishes, toilet goods. Prescriptions are most carefully compounded and are a leading specialty, the house using none but the purest drugs. Mr. Mathis is proprietor of "Mathis' Quarter Dollar Family Liniment" and Mathis' "Dysentery Remedy."

**A. A. Brant,** Lumber, Builders' Hardware, Coal, Wood, Nails, Glass, Doors, Sash, Blinds, Mouldings, Shingles, Brick, Laths, Lime, Cement, Plaster, Fertilizers, etc., Robbins Street.—Four years ago Mr. Brant, who is a native of New York State and a resident of New Jersey for sixteen years, founded this enterprise, and has now one of the most compact lumber yards of this section. It is filled with a varied stock of every class of lumber for building purposes and for carriage building, hardware, coal, wood, sash, doors, blinds, mouldings, brick, lime, cement, plaster, laths, shingles, fertilizers, etc., the estimated value of which is \$5,000. Sales are at the rate of \$20,000 per annum, the trade done extending over the best section of Ocean County. The yard is 100 feet square and is in front of the business office, which is a fine frame building 15x20 feet in extent, with store-rooms and sheds 20x200 feet. A good supply of hardware is kept on hand for building purposes and the best system organizes the entire business.

**D. H. Woolley,** Wheelwright and Carriagemaker, Water Street.—Two years ago Mr. Woolley, who is a native of Monmouth County and a thorough, practical mechanic at his trade, established his industry here and has succeeded in building up a prosperous line of custom over the three adjoining counties, the work turned out by him having the reputation of being the best. The blacksmith shop, wood shop and two paint shops each are 17x26 feet in dimensions and are all fitted with the best tools and appliances for the trade. The stock carried is limited to meet immediate demand as the chief work done is on order and sales are estimated at the rate of \$2,000 per annum. Four experienced tradesmen find constant employment in the works. Repairing of all kinds done.

**Charles Fisher,** Confectionery, Fruits and Ice-Cream, Water Street.—It is now over a period of eleven years since Mr. Fisher, a native of Germany, emigrated to America and established one of the leading confectionery, fruit and ice-cream industries in Tom's River. He has devoted himself to the trade ever since and built up a prosperous line of custom. The store occupied is 20x40 feet in extent and is well fitted for the business and located in a central part of town. The stock carried is estimated at \$500 and composed of a fine assortment of confectionery, fruits of all kinds in season, cigars and crockery, etc. Sales are at the rate of \$2,000 per annum. Mr. Fisher is fast advancing in the ranks of the successful and energetic business men of Tom's River and is much respected by his fellow-citizens.



**Magnolia Hotel**, a Celebrated and Popular Summer Resort, John West, Proprietor.—This charming and picturesquely-situated summer resort house has just come under the proprietorship of the veteran hotel operator, Colonel John West, late of the Brunswick House, of Atlantic City, and formerly of the Exchange Hotel, of Baltimore, whose name alone is a sufficient guarantee for the future success and home-like comfort of the Magnolia Hotel. The Magnolia has been thoroughly renovated, remodeled and put into the best of order from cellar to attic, and has one hundred rooms for guests. It has been thoroughly refurnished and carpeted, and made a model family home for summer resorters, who wish to enjoy the lovely and picturesque retreat of Tom's River, with the broad expanse of its clear waters in front of its piazza and the view of the grand old ocean, in the distance. The building is a splendid, staunch frame structure of four stories and has a frontage on the river's bank, with elegant park grounds lying between it and the water's edge. A noble, broad piazza shades its first floor and the most lovely scenery is presented from every window of wood and water landscape. It can comfortably accommodate two hundred guests and has ten acres of pleasure grounds surrounding. It is within seven minutes' walk of the town, and all trains are met by its 'bus. It has been judiciously decided to make the Magnolia an all-year hotel, from its close proximity to the town and the unequalled facilities it offers in addition to its unsurpassed and home-like comfort. Through trains run from Philadelphia, without change of cars, in one hour and forty-five minutes, via new Pennsylvania route from Market Street, and parties from New York can reach from the foot of Liberty Street, via the New Jersey Southern, in one hour and thirty minutes. Moderate rates have been established and the table is of unexceptional superiority and includes all the best luxuries of the season. Magnificent fishing and boating is to be had on the Tom's River. Telegraph in office. Every room is lit with gas and all the latest modern improvements have been added.

**New Jersey Courier**, S. C. Jennings, Editor and Publisher.—The *Courier* is a weekly eight-column folio newspaper, of Republican politics, and is the official organ of Ocean County. It is the pioneer newspaper of the county, having been established in 1850 (the same year in which Ocean County was set off from Monmouth), and for eighteen years from its inception was the only paper published in the county. It has a larger subscription list (including all the best families of this section), than the combined circulation of both its contemporaries in the county, and is, therefore, a first-class advertising medium. The *Courier* is ably edited, printed on good paper, and in typographical appearance has no superior in New Jersey. Its advertising rates are as moderate as those of any other paper of the same character and having the same circulation. It is the only paper in Ocean County not printed on the co-operative plan. Attached to the paper is a job printing office, furnished with the latest styles of type, etc., in which capable compositors and pressmen are employed, and the work turned out is not excelled by any office in the State. The *Courier* office is the largest and best appointed in the county, and embraces a composing room 26x68 feet, press room 14x18 feet, beside editorial room and business office. The presswork is done upon a Campbell cylinder press.

**Joseph W. Shinn**, Fire Insurance Agent and Justice of Peace, Main Street.—Eight years ago Mr. Shinn established the leading exclusive fire insurance agency in Tom's River, and has entirely devoted himself to the business ever since. He is affecting upwards of 1,000 policies annually, the average of each being \$1,000, and in the eight years of his business the entire amount of losses only amounted to \$15,000 and there was not a single case of dispute of claim for damages by fire in any of the risks taken, thus showing the reliability of the standard companies in the agency of Mr. Shinn, the united capital of which amounts to \$80,000,000. The Equitable Life, The Fire Association, The Queen, London Assurance, Phoenix, Home, Hanover, Orient, Manufacturers', Jersey City, etc. Mr. Shinn surveys and insures all property in Ocean County without extra charge and on the most favorable terms. Prompt attention given to all orders by mail. Mr. Shinn has been a Justice of the Peace for the past two years and will serve for the full term of five years. His office is in the Gowdy Block, on the second floor, and is a model one.

**Nelson Hutchinson**, Harnessmaker, Main Street.—Three years ago, this enterprising gentleman began his trade here and from the style and superior finish of his work, and the well-known durability of his harness, he has succeeded in founding the leading saddlery and harness industry in Tom's River. The store building is one of the leading establishments of its class and is a neat frame building 15x35 feet in extent. The stock carried is limited to meet immediate demands and consists of a fine line of superior harness, whips, rugs, horse clothing and every article in the harness trade. Mr. Hutchinson has won a prominent rank, as a first-class workman and as a citizen is amongst the most respected of the community.

**Day's Cheap Shoe Store**, Edward Day, Proprietor, Main Street.—Fourteen years ago, Mr. Day, who is a native of New York State, established one of the leading cheap shoe stores here and has succeeded in building up an extensive line of custom trade. The store occupied is 20x40 feet in extent and is a frame building, well fitted for the trade. The stock carried reaches nearly \$3,000, and is composed of a full and varied line of boots and shoes of heavy and light make and of the best make. Sales are at the rate of \$10,000 per annum and custom work forms a leading specialty.

**Hogg & Parker**, Groceries, Provisions, Flour, Feed and General Merchandise.—These enterprising gentlemen founded their extensive business fourteen years ago, and by strict attention to trade and keeping the best goods in the market at the lowest living rates, have succeeded in building up one of the most successful establishments in their line of business in Tom's River. The store occupied is one of the leading ones of the town and is a fine frame building of two stories high, 20x80 feet in dimensions. The stock carried bears an estimated value of \$5,000 and is composed of a fine assortment of fancy family groceries and provisions, flour and feed and a general line of merchandise; sales are at the rate of \$25,000 per annum. Mr. D. O. Parker is the only surviving member of the firm and is a native of Binghamton, of the State of New York. Mr. L. B. Gravatt is the salesman, and is a favorite with patrons of the establishment. Mr. D. O. Parker will on about the first of July have the entire control of the business.

**Ocean County "Democrat," and Job Printing Office,** W. A. Gwynne, Editor and Proprietor, Main Street.—Within the past six years, this able journal has been established as the organ of the Democratic party, whose cause it espoused, and it has become a highly popular and favorite advocate of that political body of which it is a powerful standard. It is a weekly issue of thirty-two columns, and has a wide circulation and is a good advertising medium over the whole county. A fine job office is attached, where all plain and ornamental job work is done at reasonable rates, the work being of a superior order of art and equal to the best in the metropolitan cities. The office is 25x40 feet in extent, and the *Democrat* is the official paper of Ocean County. Mr. Gwynne, the able and popular editor, is well known throughout the State, and under his judicious management has built up the *Democrat*, and it now takes a prominent position in the counsels of the party it represents. He is practical to the business, having learned the printing trade and gave it many years of his time. The greater portion of his life was spent at Salem, N. J., in the office of the Salem *Sunbeam*, a leading paper of that section, and published by his brother. For a number of years he held the office of Recorder of that city, and was a citizen widely known. He started the Salem *Herald*, and a few years later removed the entire office to Millville, N. J., where he remained until he sold it to other parties. After a period spent in other business, he returned to that for which he is so well adapted, purchasing the Ocean County *Democrat*, and is now conducting it in a manner evincing his ability in this direction.

**Philip Keller,** Boots and Shoes, Main Street.—Three years ago this gentleman established the leading boot and shoe store in Tom's River, and has steadily conducted it ever since. The store occupied is a nice frame building, 15x45 feet, and is admirably fitted with all the necessities for the business. The stock carried is estimated at \$3,000, and comprises a full assortment of light and heavy boots and shoes for men, women and boys, all of the best make and materials and at the lowest living prices. Sales are at the rate of \$5,000 per annum, the trade done extending over the surrounding country. A good line of custom work is done and is a leading specialty. Mr. Keller, who is a native of Germany and a resident of this county for twenty-two years, has made a well-known reputation over the surrounding country, and as a citizen and trader is highly esteemed.

**Wm. T. Howell,** Stoves, Heaters, Ranges, Iron and Wooden Pumps, Hollowware, Tinware, etc.; Roofing and Spouting a specialty, Washington Street.—Eight years ago Mr. Howell, a native of Ocean County, founded one of the leading and most prominent houses engaged in his line in Tom's River and has devoted his entire energies to the development of the trade ever since. The store occupied is a fine frame building of two stories, 16x35 feet in extent, and is one of the best fitted and appointed business houses of the town, a large storeroom being on the second floor. The stock carried is valued at \$3,000, and composed of a fine line of stoves, heaters, ranges, iron and wooden pumps, hollowware and tinware; roofing and spouting forms a leading specialty. Sales are at the rate of \$6,500 per annum, the trade done extending over the shore line and to Seaside Park and Manchester. Three men are constantly employed in the establishment.

**Charles McClees,** Hardware, Carpets, Furniture, Oil-Cloths, Wall Paper, Cutlery, Crockery, Glassware, Paints, Oils, Varnish, Glass, Agricultural Implements, Seeds and Fertilizers, etc., Main Street.—One of the most extensive and prominent establishments of its line in Tom's River, is that founded by Mr. McClees, over fifteen years ago. The store building is one of the largest devoted to the business and is a frame building, 30x65 feet in extent, and stocked with a full line of goods, a large storeroom being in the rear, full of agricultural implements. The stock carried is a complete and comprehensive one of hardware, carpets, oil-cloths, furniture, wall paper, cutlery, crockery, glass and glassware, paints and varnishes, agricultural implements and seeds, etc. Sales are extensive, the trade done having taken a wide range over the surrounding country. The united aid of three experienced clerks is required to wait on patrons and ship goods to order.

**W. J. Harrison,** Bookseller and Stationer, opposite "Ocean House," Main Street.—Mr. Harrison is a native of Pittsburg, Pa., and within the last year built up the leading book, stationery and fancy goods trade in Tom's River. By superior business tact and a knowledge of the taste of the community for goods in his line of industry, he has succeeded in establishing a most excellent line of trade in the house which had been four years operated by his predecessor. The store is a frame building of two stories, 15x25 feet in extent, and is well fitted up and appointed for the trade. The stock carried is estimated at a value of \$1,800, and consists of a fine assortment of books and stationery, frames and fancy goods, periodicals, and a circulating library. He is also agent for Singer's Sewing Machine.

**C. W. Potter's** Blue Front Cheap Cash Grocery, Main Street.—Fourteen years ago this enterprise was established by Mr. Potter to sell the best groceries and provisions, cigars and tobacco, at the very lowest possible living rates and the plan has proved a decided success, he now having one of the leading establishments engaged in his line in Tom's River. The store occupied is 60x160 feet in extent and is a fine frame building, well located and fitted for the trade. The stock carried is an extensive one and consists of a full line of the best family groceries and provisions, cigars and tobacco. Mr. Potter is a native of Ocean County and one of Tom's River's most active business men, and is now Surrogate of Ocean County.

**Theo. Hirsch,** Dry Goods, Hats and Caps, Ready-made Clothing, etc., Main Street.—Twelve years ago, Mr. Hirsch, who is a native of Germany and emigrated to the United States twenty years ago, established one of the leading houses engaged in Tom's River, where every description and variety of Yankee notions, laces and fringes, trimmings, zephyrs, worsted hosiery, gloves, hats and caps, gentlemen's furnishing goods and ladies' underwear, choice dress goods, shawls and cloths, etc., can be had at the most reasonable rates. The store is a frame building of two stories, 25x70 feet, and is one of the best fitted up business houses in the town. The stock carried is estimated at \$10,000. Sales are at the rate of \$30,000 per annum, the trade done covering a wide section of the surrounding country. Mr. Hirsch is agent for Mme. Demorest's reliable patterns and the Domestic Sewing Machine Company, and is a most reliable house for all classes of goods in his line.



**J. Aumack & Co.,** Groceries and Provisions, Farming Implements, Hardware, etc., Main Street.—One of the oldest commercial establishments in Tom's River was founded by this enterprising firm and has grown to be one of the leading and most prominent of the business enterprises of the town. The store building is a three-story and basement frame, 30x75 feet in extent, and is one of the finest of its class in this county, and three clerks find constant employment attending customers and shipping. The stock carried comprises a full line of general hardware, fishing tackle, farming implements, groceries, provisions, flour, feed, and a long line of general merchandise, hardware forming a leading specialty. Sales are extensive, the trade done taking a wide range over the surrounding country. Mr. Aumack is a native of Ocean County and is one of the most prominent of the solid merchants of Tom's River, and President of the First National Bank of the town.

**Tom's River Hotel,** Herman H. Luhrs, Proprietor.—This prominent hotel has been over twenty years in full operation, and for the past seven years under the courteous management of its popular and favorite host, Mr. Luhrs, who is a native of Germany and emigrated to the United States over thirty-five years ago. The hotel is charmingly located on the river bank close to the bridge, and has an uninterrupted view of the fine expanse of water and over the whole line of country up and down the river, the scenery being very attractive and picturesque. The

building is a fine, solid, square frame, three stories high, and has ample accommodations for sixty guests. It is one of the best furnished houses of the town and has all modern home comforts, and rates are very moderate for its comforts. The house has long been a favorite resort with visitors, and has a fine bar and billiard room, well stocked with choice liquors, cigars, etc. Rates are at \$2 per day for transients, and \$10 to \$15 per week for boarders, according to the location of the rooms. An excellent table is kept and the entire management is unexceptional.

**Irons & Brown,** Carriage and Wagonmakers, Robbins Street.—Five years ago these gentlemen, who are perfect masters of their trade, founded their present enterprise here and have now advanced to the front rank of their line of the industries of Tom's River, the work done being of the first-class of heavy and light work and of every description, repairing being made a specialty. The building occupied comprises the workshop which is a frame structure, 20x30 feet in extent, the paint shop, 20x36 feet, and blacksmith shop, 20x60 feet. All are fitted and equipped in the best manner with all the necessary modern tools and implements for the trade. The stock held is limited and is estimated at \$400 and sales are at the rate of \$3,000 per annum, the work done being chiefly on order. The firm is composed of Randolph Irons, a native of Ocean County, and George W. Brown, a native of Philadelphia.

## BARNEGAT.

This well-known, and it may be said historic village requires but little information to be given in regard to its location, as no other place on this continent can boast of a more world-wide reputation. The name, Barnegat, is of Dutch origin, being a corruption of the name Barendgeet, signifying Breaker's Inlet—the inlet being noted for the dangerous nature of its breakers. The town is located in Ocean County, on Double Creek, and about one mile from Barnegat Bay. The locality has excellent sea-bathing, is famous for its fishing and great abundance of wild fowl, and has the additional advantages of being essentially primitive in its surroundings. During the summer season, Barnegat attracts large numbers, particularly those who enjoy fishing and gunning, who find that the opportunities for entering into these sports are more greatly successful at this point than any other place on the coast. During the blue-fishing season especially, Barnegat is unusually thronged with sportsmen who find here the amplest facilities for testing their skill and experience in capturing this gamey fish. On the south side of the inlet stands the famous Barnegat Lighthouse, the light of which is the principal guide to mariners approaching New York harbor. It rests upon a brick tower, one hundred and fifty feet in height from base to focal plane. The lenses are large and of the first order, emitting a flash-light at intervals of ten seconds and throwing its beams twenty miles seaward, warning vessels against the dangers of an inhospitable coast.

Barnegat has a population of 1,108, and lies on the Tuckerton and on the New Jersey Southern Railroads, both of which have depots in the town. It is eighty-three miles from New York, sixty-two from Philadelphia, eighteen from Tom's River, and twelve from Tuckerton. In the town there are three churches, two schools, two hotels and several boarding cottages. The village is growing, which, apart from its pleasant location, can be attributed to the enterprise and hospitality of its people.

**Woodmausie & Co.,** General Stock, Main Street.—This is a new firm, only in business here since June 28th, 1882. They succeed to the well established business of S. B. Predmore, and have one of the best stores in town. The stock carried bears an estimated value of \$4,000, and is composed of a fine line of family groceries, flour and feed, provisions, and a varied stock of dry goods and notions and general merchandise. The store occupied is a two-story frame building, 25x50 feet, and well fitted for the trade. The firm is composed of J. C. Woodmausie, an experienced and popular merchant, and his cousin, Amos Woodmausie. They have the confidence and esteem of the whole community, and we predict for them an unqualified success. Such a firm will add to the facilities of the people of the town, and prove of general good.

**W. G. Conrad,** Dealer in Lumber, Laths and Shingles, Hardware, Lime, Cement, Pickets and Coal, opposite Railroad Depot.—Mr. Conrad is the only lumber and coal dealer in Barnegat and founded his enterprise eight years ago, and has built up a large and successful line of custom. He is a native of the city of Philadelphia. The store and lumber sheds are of frame, well planned and appointed for the business and the business office is a neat and model one. The stock carried is valued at \$5,000 and is composed of a good assortment of plain and rough lumber, laths, pickets, shingles, lime and cement and coal. Two experienced hands find constant employment. Mr. Conrad is one of the prominent traders of Barnegat and is esteemed for his straightforwardness and integrity in all his business transactions.

**Mullen House,** W. W. Scott, Proprietor.—This is one of the oldest hotels of Ocean County, having been in operation for over half a century, and for the past five years under the proprietorship of Mr. Scott, a native of Burlington County. It is a frame building and can comfortably accommodate thirty guests. It has a fine bar, well stocked with choice liquors and cigars, and the house has also billiard and pool tables. The Mullen House presents leading attractions in the fishing season, blue fish being taken here in large quantities, weighing from three to twelve pounds. Yachts are always in attendance at reasonable rates by the day for either fishing or boating. An unexceptional table is kept and the house is comfortably appointed and prices for transient and regular board have been fixed at moderate rates.

**Thos. S. Dilks,** Druggist and Chemist, Paints, Oils, Glass, Toilet Goods, etc.—Four years ago, this gentleman, who is a professed pharmacist and a native of Gloucester County, founded one of the leading and extensive drug houses in this section of the country. He has held the business in his line entirely in his hands, and makes a specialty in the careful compounding of prescriptions, using only the best drugs. He is the manufacturer of "Dilks' Three Great Cures"—Anti-Rheumatic Cordial, Anti-Dyspeptic Panacea and Neuralgia Pills. The store occupied is a large frame building, 18x35 feet in extent and well fitted up and appointed for the trade. The stock carried bears an estimated value of \$2,000 and is composed of a fine assortment of fresh drugs, medicines, paints, oils, glass, toilet and fancy articles. Sales are at the rate of \$5,000 per annum. Mr. Dilks is a gentleman of superior attainments and is now among the most prominent of his fellow-townsmen.

**John Stephenson,** Stoves, Hardware, Tinware, House Furnishing Goods, etc.; Roofing and Spouting a Specialty.—Ten years ago, Mr. Stephenson, who is a native of England and emigrated to the United States twelve years since, founded the leading house in his line in Barnegat and has ever since held this branch of the trade in his own hands. The store occupied is one of the best business establishments in the town and is especially fitted for the trade, and is a neat frame building of two stories, 20x60 feet in extent. The stock carried is estimated at \$3,000 and is composed of a fine line of stoves, ranges, heaters, hardware, tinware, house furnishing goods, iron, steel and roofing and spouting goods. Mr. Stephenson is a gentleman of great practical business experience and intelligence and has won a proud rank among his fellow-townsmen for his integrity and good fellowship.

**Mrs. Josie A. Neill,** Fashionable Millinery, Fancy Goods and Notions, Bay Street.—It is now over a period of four years since this lady founded the leading millinery and fancy goods house in Barnegat, and during this time built up a large and successful trade. The store building is of frame, 15x25 feet in extent, and is one of the most prominent of its class. It is well fitted and appointed for the display of the fine line of goods held. The stock carried is necessarily limited to the seasons' requirements, and is composed of a good variety of millinery, notions and fancy goods for ladies' use. Mrs. Neill is a native of Ocean County and an enterprising lady.

**Allan Neill,** Dealer in Beef, Mutton, Veal and Smoked Meats, etc.—Four years ago, Mr. Neill, who is a native of Hunterdon County, founded the leading meat market industry of Barnegat and has one of the best line of customers in his trade. The store occupied is well fitted for the business and has ice-boxes and refrigerators for the preservation of all meats in every season. The stock carried is necessarily limited to the supply of immediate demand and is composed of fresh and salt meats, smoked meats, etc. Sales are at the rate of \$1,000 per month. Mr. Neill is a prominent trader and one of the most esteemed of the community.

**A. J. Collins,** Dry Goods, Groceries, Flour, Provisions, Hardware, Crockery, Boots, Shoes, Hats, Caps, etc.—One of the best represented branches of the industries of Barnegat is that of the dry goods and grocery trade. Three years ago, Mr. Collins, who is a native of Ocean County, founded his present enterprise, and has succeeded in building up a large trade over a wide section of the surrounding country. The store occupied is a large frame building, 22x75 feet in extent, and well fitted and equipped for a general merchandise business. The stock carried is large and comprises a full line of dry goods, groceries, provisions, flour, hardware, crockery, boots, shoes, hat, caps and general merchandise. Two experienced clerks are employed in attending on patrons and making up and shipping orders.

**Clarence House,** George H. Pitman, Proprietor, opposite the Railroad Depot.—This is one of the best hotels on the line of the Tuckerton Railroad and has been favorably known as a popular resort for many years by visitors who come to enjoy the mildness of the temperature of the air and calm quietude of this healthful retreat. It is a fine three-story frame build-



ing, having twenty-three good rooms for guests, with a tower in the centre, from which a fine view of Barnegat Bay is presented. The house is located close to the two railroad depots and is well and comfortably kept and furnished. It is the headquarters for commercial men and sets an excellent table. There is a fine bar and billiard-room and rates are at popular prices. The bar is well stocked with the best wines, liquors and cigars. Mr. Pitman has been for the past five years at the head of the house and is a deserved and popular favorite with his guests from his genial manners as host. He is a native of Burlington County and one of the most respected of the community of Barnegat. Sportsmen or others visiting Barnegat for the purpose of enjoying any of the pleasures this section affords, will find that the Clarence House offers superior inducements for their patronage.

**Bugbee & Bowker**, Dry Goods, Notions, Boots, and Shoes, Groceries and Provisions, Fishing Tackle, etc.—Two years ago, Messrs. Bugbee & Bowker established one of the leading business industries of Barnegat, and have succeeded in building up a large and successful line of trade, now taking a prominent rank among the commercial men of the town. The store occupied is a large frame building, suitably appointed for the trade and well supplied with a fine line of goods. The stock carried reaches a value of \$4,000, and is composed of a full assortment of the best family groceries, provisions, dry goods, notions, boots, shoes, fishing tackle, general merchandise, etc. Sales are at the rate of \$10,000 per annum. The firm is composed of L. W. Bugbee and W. W. Bowker, both gentlemen being natives of Ocean County, and are much esteemed as merchants and citizens.

## LAKEWOOD.

This is a charmingly located village of Ocean County, with a population of about 700 inhabitants. It has become highly popular and largely patronized during the winter months by New Yorkers and Philadelphians for its mildness of climate and salubrity, it being of a dry sandy soil, and surrounded by the most magnificent pine forest. The State Board of Health has pronounced the county to be the healthiest in the State, the death-rate being the lowest of all the counties, and Lakewood is one of the most noted of the county for this healthful reputation. It is one of the pleasantest towns of the entire county, the residents being of a superior class, having fine ample grounds and the Main Street being broad and roomy. Lakewood was formerly called Bricksburg, after the chief owner, but a number of wealthy capitalists of New York lately bought nearly 20,000 acres of the pine lands that abound here, and also the fine hotel of the town, and have greatly improved, beautified and preserved the place, and then changed the name to Lakewood. A charming sheet of water called Carasalto is an attractive feature of the place and gives ample facilities for boating, etc. The drives around the town are unsurpassed, the roads already made through the pine forest being over thirty miles.

Lakewood lies on the north branch of the Meredeconk River on the Central Railroad of New Jersey, and is about an equal distance from New York and Philadelphia, it being fifty miles to each, and is forty miles north of Atlantic City, and seven miles inland from the ocean.

The town has three churches, two hotels, one school graded, one newspaper, one silk factory and a crate factory. Within a short distance of Lakewood cranberry culture is conducted on a large scale. The leading industries are as follows:

**George G. Smith**, Fancy and Staple Dry Goods, Gentlemen's Furnishing Goods, etc., Smith Block, Main Street.—Ten years ago Mr. Smith established one of the leading houses in his line in Lakewood, and now fills a prominent rank among the merchants of the town, whose trade he has identified himself with ever since his inception. He has built up a large and successful business, extending over the surrounding country. The store building is of frame, two stories high, 43x90 feet in extent and well appointed and stocked with a superior class of goods. The stock carried comprises a full and varied assortment of fancy and staple dry goods, hosiery and notions, white goods and underwear and gentlemen's furnishing goods, etc., and bears a representative value of \$10,000, with sales reaching \$30,000 per annum. Mr. Smith is a prominent member of the community, and as a merchant and citizen of high social and commercial rank, is much esteemed by all his fellow-townsmen.

**Larrabee & Harrison**, Druggists and Dealers in Dry Goods, Groceries and Provisions, Flour and Feed, Boots and Shoes, Toilet Articles, Agricultural Implements, Seeds, etc., Main Street.—In 1863 this firm founded the leading business house in Lakewood, and have controlled the chief trade of the country for eight miles round ever since. The store building is a two-story frame, 40x125 feet in extent, and one of the best-fitted establishments in the county. The stock carried bears a representative value of \$10,000, and is composed of a full and comprehensive line of groceries, provisions, flour and feed, dry goods and notions, boots and shoes, drugs and medicines, fancy toilet articles, agricultural implements and seeds, and a general line of merchandise, a specialty being made of compounding prescriptions, none but the best drugs being used. Four hands find constant employment in all the departments of the house. The firm is composed of Albert S. Larrabee, a native of Maine, and Wm. J. Harrison, a native of New Jersey.

**Ocean County Peach Nurseries,** Shearman, Major & Co., Proprietors.—These nurseries are situated on the N. J. S. Railway (operated now by C. R. R. of N. J.), midway between New York and Philadelphia, and eight miles from connection with P. R. R., thus giving excellent facilities for shipping by fast freights to distant points—northwest, west and southwest. They make a specialty of growing peach trees for the trade principally and will raise not less than 200,000 during the summer of 1882. They possess every advantage and facility and can supply the demand from all parts of the country. The soil and climate in this section is particularly adapted to the growth and maturity of the peach tree. Hence, this firm can give customers better stock for less money than any nursery in the country. Their stock is large and extraordinarily fine, and we know it will give satisfaction both in quality and price. The large annual growth of these nurseries, the great variety of peach trees and the remarkable rates at which they are disposed of, behoove all interested to deal with this house. The firm deal in all kinds of oak and pine lumber and have a lumber mill at Jackson Township. They are also interested in the mill here for the manufacture of cranberry crates and are men of great enterprise, activity and push. Their peach nurseries are not excelled, if equaled, in the country.

**John B. Peters,** Wholesale and Retail Dealer in Flour, Feed, Grain, Bran, Hay and Straw.—Two years ago, this gentleman established himself here and is the only one in his trade in Lakewood. He has also branch stores in Ocean Beach, Asbury Park and Spring Lake. The store occupied is one of the most extensive ones in the town and is a frame building of two stories, 40x65 feet in extent. The stock carried will reach \$1,500 and is composed of a fine assortment of flour, feed, grain, bran, hay and straw. Sales are at the rate of \$12,000 per annum. Three hands find constant work in attending on patrons and grinding feed to order. Mr. Peters is a native of Sussex County and has identified himself with the progress of trade for many years in this section of the State.

**Wm. C. Burdge,** Bread Bakery, Cakes and Pies, etc.—Mr. Burdge has just added his enterprise to the business industries of Lakewood and is the only baker

of the town. The store building is of frame, 25x50 feet in extent, with a bakery the same size. Extra fine bread, pies and cakes are made and wedding parties and all orders are filled promptly. Mr. Burdge is a native of Monmouth County and is making considerable progress in his trade from the superior quality of his bakery. His success in business is due to his energy, activity and push.

**J. N. Turner,** Stoves, Heaters and Ranges, House Furnishing Goods, Tinware, Roofing and Spouting, etc.—Nine years ago, Mr. Turner, who is a native of New York State, laid the foundation of his present industry, and now fills a leading and prominent rank among the traders of Lakewood. The store building is of frame, 25x40 feet in extent and is well fitted and appointed for the trade. The stock carried is estimated at \$1,500, and is composed of a full line of house furnishing goods, stoves, heaters and ranges, lamp goods, tinware, etc.; roofing and spouting is made a specialty.

**C. V. Grant,** Paper Hangings, Paints, Oils, Glass, Varnish, etc.—Twelve years ago, Mr. Grant, who is a native of the State of New York, founded the leading branch of his line in Lakewood, and has held the trade of the town ever since. The store occupied is a neat frame building, 24x35 feet, and is well fitted for the business. The stock carried is of a superior class of goods, and is selected with good taste and judgment and consists of a fine assortment of fancy, fashionable wall papers, paints, oils, glass, varnish, etc. Sales are extensive, the trade done having a wide range over of the surrounding country.

**J. V. Hall,** Groceries, Provisions and Drugs.—Seven years ago Mr. Hall established himself here and built up a successful line of trade, keeping a superior line of goods and selling at the lowest living prices. The store occupied is a neat frame building of two stories and is 20x30 feet in extent. The stock carried is limited to meet immediate demand and is replaced with fresh goods as quickly as disposed of. Sales are at the rate of \$2,000 per annum, the stock consisting of fine fancy family groceries and provisions, drugs and medicines. Mr. Hall is a man of enterprise and succeeds in business life, as men of this type invariably do.

## MANCHESTER.

This town is important as the junction of the Tom's River and Waretown Branch with the main line of the New Jersey Southern, and is sixty-one miles from New York, with which it has four trains daily. It is seven miles from Tom's River, five from Whittings, and forty-five from Camden. The country surrounding Manchester is largely devoted to the culture of the cranberry, immense tracts being planted with these berries. The land being sandy and in some portions covered with pine undergrowth, little else is produced, no effort being made to cultivate the land for grain. Manchester is the location of the repair shops of the New Jersey Southern Railroad, and its growth to a population of about 1,000 inhabitants is largely due to this industry. The town is well laid out, with wide streets, and attractive business houses and private residences. There are three churches, an academy, two hotels, a bagging factory and other industries.



**John Hilliard**, Dry Goods, Groceries, Crockery, Boots and Shoes, Flour and Provisions, Fresh Meats and General Merchandise.—Mr. Hilliard has within the past year added his house to the industries of Manchester, and in the short space of time since his inception he has met with considerable success. The store occupied is a frame building, 24x30 feet in extent, and well located for the trade. The stock carried is estimated at \$1,500, and composed of a fine line of dry goods and notions, groceries and provisions, boots and shoes, flour and fresh meats and harness, and a varied assortment of general merchandise. Sales are at the rate of \$12,000 per annum. Mr. Hilliard is a native of Ocean County, and is rapidly making his way to the front ranks of the prominent business men of this section.

**E. F. Larrabee**, General Merchandise.—Mr. Larrabee is a native of Maine, and thirteen years ago founded the largest house in the sale of general merchandise in Manchester. He has ever since held the leading place in business circles in Manchester. He is the Postmaster of the town, and is also engaged in the manufacture of lumber and shingles, his mills being located near by. He is a gentleman of the highest social and commercial standing, and one of the most esteemed of his fellow-townsmen. The

store building occupied is a fine brick of three stories high, fifty feet square. The stock carried bears a representative value of \$10,000, and composed of a full and varied line of general merchandise—dry goods and groceries, flour, feed, provisions, clothing, hats, caps, boots and shoes, school books and stationery, crockery, hardware, tinware, coal and wall-paper, confectionery, hosiery and notions, paints, oils, glass, drugs and medicines and agricultural seeds, and prescriptions are carefully compounded of the purest drugs. Mr. Larrabee is extensively engaged in the lumber business, and makes a specialty of shipping lumber, wood and feed.

**Fay's Hotel**, Patrick McElhinney, opposite the Railroad Depot.—Thirteen years ago, Mr. McElhinney undertook the management and proprietorship of the above house, the only hotel of Manchester, and has made it a popular one of Ocean County. The building is of frame, and is 2½ stories high, with accommodation for forty guests. It is comfortably furnished and sets an excellent table, and rates are at the moderate price of \$1.50 per day. It has a bar and license attached, and is making a good line of custom trade. He is a native of Ireland, and emigrated to this country thirty years ago.

## NEW EGYPT.

This is a rising and prosperous town in the western section of Ocean County, twenty-three miles southwest of Freehold, and sixteen southeast of Trenton. This village is one of the older settlements of the county, and in 1833, Gordon's Gazetteer, of New Jersey, gave it "about" twenty dwellings, two taverns, valuable grist and saw-mill, and a Methodist church within one mile of the town." The name is derived from the excellent market the mill formerly afforded for corn. It is located on the Amboy Division of the Pennsylvania Railroad, on Crosswick's Creek, which furnishes an excellent water-power for manufacturing purposes. The town is in the midst of one of the finest agricultural sections of the State, renowned for the richness of its soil and the splendid yield of wheat, corn and grain. The station is an important one to the railroad, large shipments of the products of the land being made to the New York and Philadelphia markets. The town contains three churches, a graded school, a public house, two hotels, two grist-mills, a saw-mill, and a number of other industries. Its desirable situation, together with the progressive spirit of its people, will, in the near future, undoubtedly largely increase the population and business. Population, 800.

**Wm. B. Coward**, Dry Goods, Groceries, Flour, Hardware, Farming Implements, Agricultural Seeds, etc.—Mr. Coward had been for fifteen years engaged in trade previous to his present enterprise. Two years ago he opened his fine store, and from past experience and perfect knowledge of the value of general merchandise, he has founded a successful line of trade. The store occupied is a frame building of two stories, 25x60 feet in extent, and well fitted up and appointed as a general merchandise house. The stock carried is valued at \$6,500, and consists of a full line of dry goods, groceries, flour, hardware, farming implements, agricultural seeds, and a large variety of general merchandise. Mr. Coward is a native of Ocean County, and is one of the best known and respected of the business men of New Egypt.

**Eseck H. Lovett**, Proprietor Snuff Mills and Dealer in Flour, Feed and Grain and Plants.—Mr. Lovett has operated these old flouring mills for eighteen years, and makes self-raising flour and a superior quality of the best flour. The "Snuff Mills" are a large frame building of two stories, having two run of burrs and a capacity for grinding 20,000 bushels of wheat per annum. The machinery of the mills is modern and is operated by an over-shot and turbine water-wheel, of eighteen-horse power, and two skilled hands find constant employment. The stock carried is estimated at \$2,000, the trade done extending over the surrounding country. Mr. Lovett has been a justice of peace for two years, in Ocean County, and was one term previously in Monmouth County.

**Clifford Horner**, Assemblyman, Ocean County.—Hon. Clifford Horner, member of the House of Assembly from Ocean County, was born near New Egypt, Ocean County, March 8th, 1847, and is a farmer and live stock dealer. He has never been an aspirant for public honors, preferring the quiet of business pursuits to the strife and excitement of political life. He was elected a member of the Township Committee of his native town in the spring of 1874, which position he held by the almost unanimous vote of the people of the township, until the spring of 1881, occupying the position of chairman of the committee the last four years of the time. Though strongly urged to accept a re-election, he positively declined the honor. When requested to allow his name to be used as a candidate for the Assembly he objected, and not until being strongly urged by his personal and political friends did he consent thereto, and then only on condition that he be the unanimous choice of the convention. During the session of 1882, he was made a member of the Committee on Railroads and Canals and Fisheries, and Chairman of that on Education. No member of the House gave more conscientious attention to the measures before that body, or endeavored to aid more fully the passage of proper legislation.

**Elmer Cowperthwait**, Dry Goods, Fancy Notions, Fine Groceries, Hardware, and a full line of General Merchandise.—This gentleman ranks among the representative men of his class of New Egypt, and eleven years ago established one of the largest branches of the trade in the town. The building occupied is a large frame structure of two stories high, the store being 40x50 feet in extent, and located in the business centre of the town. The stock carried is valued at \$8,000, and is composed of a full line of the best class of dry goods, fancy goods and notions, fine fancy family groceries, hardware, and a full line of general merchandise. Three experienced clerks find constant employment in shipping orders and waiting on patrons. Mr. Cowperthwait is a native of Ocean County and was three years County Collector, and is one of the solid and respected merchants of the town.

**G. W. Conover**, Harnessmaker.—Mr. Conover is a native of Monmouth County, and one of the leading representatives of his line in New Egypt. He founded his enterprise seventeen years ago and has now secured a patronage extending over a wide section of the surrounding country. The store occupied is a neat frame building of 15x18 feet in extent, and is fitted with all the modern tools for the trade. The stock carried bears an estimated value of \$1,800, and is composed of a fine assortment of harness, whips, collars and all kinds of horse furnishings. Repairing forms a leading specialty and all work is of the best class and of the most durable kind.

**J. Harley Compton**, Registered Druggist and Pharmaceutist.—In 1875 Mr. J. H. Compton, who is a native of Ocean County and the only one of his branch of trade in New Egypt, established himself here in the drug business. He is also a practical watch and clockmaker, and has added this line to

his industry. The store occupied is a two-story frame building, 19x55 feet in extent and is fitted up as a first-class drug store at one side and for the watch and clock trade at the other. The stock carried bears an estimated value of \$3,000 and consists of a full line of choice fresh drugs, medicines, paints, oils, glass, toilet articles and watches and clocks. Prescriptions are carefully compounded and none but the best drugs are used, and upwards of 1,200 are filled in the year. Two experienced hands find constant employment in the house. Mr. Compton is a pharmacist and has his diploma from the State Board of Pharmacy of New Jersey.

**J. Miller Shinn**, Dealer in Groceries, Dry Goods, Clothing, Farming Implements, Hardware, Agricultural seeds, Cutlery, Drugs, etc.—It is over a period of twenty years since Mr. Shinn began his enterprise here, he having began his apprenticeship in Philadelphia. He purchased the store of T. W. Evans, one of the oldest business houses, and occupied this place until he purchased the location and built the present store. The store occupied is a frame building of two stories high, 26x60 feet in extent, with the post office adjoining, 14x18 feet. The stock carried is valued at \$10,000, and is composed of a general line of dry goods, clothing, groceries, flour, provisions, farming implements, cutlery, drugs, oils, agricultural seeds and truck baskets, etc. The trade done takes a wide range over the surrounding country. Three experienced clerks find constant employment in waiting on patrons and shipping goods. Few members of the community stand higher in social or commercial rank than Mr. Shinn. He is also the owner of forty acres of cranberry bog.

**Harry Woolman**, Dry Goods, Boots, Shoes, Hats, Caps, Groceries and Provisions.—Mr. Woolman is one of the new business enterprises that has been added to New Egypt within the past year. The store occupied is a frame building of 15x25 feet, and the stock carried is valued at \$2,000, comprising dry goods, boots, shoes, hats, caps, and fine family groceries and provisions. Mr. Woolman is a native of Burlington County, and is fast advancing to the front ranks of business and is gaining an enviable place amongst his fellow-citizens.

**Joseph Camp**, Undertaker and Dealer in Furniture.—Mr. Camp is the only one engaged in his line in New Egypt. He founded his enterprise twelve years ago, and has built up a large and successful trade, extending throughout this section of the country. The store occupied is a frame building of three stories high, 20x32 feet, with a workshop in the rear, 16x20 feet in extent, and fitted with all the necessary tools and implements for the trade. The stock carried is valued at \$1,500, and consists of a neat assortment of household furniture and undertaking goods of every article. Upholstering, repairing and varnishing forms a leading specialty in the trade. Mr. Camp is a native of Ocean County, and one of the most esteemed of his fellow-townsmen.



## MOUNT HOLLY.

THE COUNTY SEAT OF BURLINGTON COUNTY, AND AN ACTIVE BUSINESS TOWN, EIGHTEEN MILES DISTANT FROM CAMDEN—THE CENTRE OF A HIGHLY-PRODUCTIVE AGRICULTURAL DISTRICT.

Prominent among the growing towns of Southern Jersey, is the one of which this article is an epitomized sketch—Mount Holly. It is the capital of Burlington County, the largest in the State, and the only one that is washed by both the Delaware River and Atlantic Ocean. Mount Holly takes its name from a mound of sand and sandstone near it, and some holly trees about its base. It was formerly called Bridgetown, and this name was recognized in a charter for a library company so early as 1765. The eminence adjoining the town is about two hundred feet above the level of the sea, and is said to be the highest land in the southern portion of the State, and a welcome break in the monotony of the level country in this section. This mound is frequently used by scientific men as a point of observation.

Mount Holly was first settled by Friends, not long after the first settlement of Burlington, probably about 1675, they having reached Burlington in 1671. At that time, all the country surrounding the present town, was a vast area of unbroken pine forests, and the clearing of the land and preparing it for cultivation was a task of no little magnitude. At an early date, a grist and saw-mill was built on the north branch of the Rancocas River, and the settlement formed itself at this point, and slowly grew in population. At the period of the Revolutionary war, Mount Holly had about two hundred inhabitants, and was a place of considerable importance. The Legislature, for a time, held its sittings here, and some British troops were temporarily quartered upon the inhabitants, the houses for their entertainment being selected by lot. King William IV, of England, then a young man, was here with the British troops, between whom and the Americans some slight skirmishes ensued. About 1793, Stephen Girard landed at Egg Harbor, came across the county on a peddling tour, and took up his residence in the village of Mount Holly, opening a cigar shop, and sold raisins by the pennyworth to the children. He is said then to have been "a little, unnoticed man, save that the beauty of his wife, whom he married here, worried and alienated his mind." His stay in this place was not long, and he soon after commenced the successful career that was productive of so much good and is to-day keeping his memory cherished and honored.

The courts of the county were removed from Burlington to Mount Holly in 1796, the location in every respect being more desirable. Burlington County was formed in 1677, and for more than a hundred years, all the county business was transacted at Burlington, but as the population spread into the interior, the people deemed the distance too great, and petitioned for the removal. With the change, came a more marked growth for Mount Holly, and there were considerable improvements completed, among the number being a substantial court house and other county buildings. In 1833, Gordon's Gazetteer of New Jersey, says, "the town has about two hundred and thirty dwellings, many of which are good, brick buildings, erected on seven streets. It contains a court house of brick, about 40x60 feet, two stories high, with cupola and bell, a stone prison, three churches—Episcopal, Methodist and Baptist—and two Quaker meeting houses, one boarding school for young ladies, four day schools, five taverns, eight stores, grist and a saw-mill, fulling-mill, woollen factory, plaster-mill, and a paper-mill of the latest and most improved construction, where paper of the finest quality is made by machinery, and from forty to fifty hands are employed—ten thousand reams of paper may be manufactured in this mill yearly."

The country surrounding Mount Holly, is among the best in the State, Rich marl is very abundant only a few miles distant, by the liberal use of which, where the soil is light and sandy, the county adjacent obtains its reputation of being one of the best agricultural districts in the country: there are a number of truck farms, small and large, the vegetables from which are in ready demand in the Philadelphia markets; dairies also form a feature of farming in this vicinity, and the products of this department commands the very foremost position in the market.

As early as 1816, a bank was established in the village, with authority to possess a capital of \$200,000, and at the present time there are three prosperous banking institutions, each with ample capital. Mount

Holly of to-day is noted for its refined society, and contains eight churches and two large, graded schools. There are three newspapers, viz.: *New Jersey Mirror*, first issued in 1818, and now published every Wednesday by Mr. Charles H. Folwell; the *Herald*, established in 1826, and published on Saturday by Mr. William B. Willis, and the *Semi-Weekly News*, first issued in 1879, and published on Mondays and Thursdays by Powell & Bower. There is also a large boarding-school, which is largely attended during the scholastic year. The town has a number of manufacturing industries, the principal of which is a large spool cotton factory.

Mount Holly is one of the most attractive points, as regards scenery and location, in the entire county, and though not incorporated as a city, it has all the advantages of one, being under a regular government, controlled by a Township Committee. The taxes are light, and the streets and dwellings are kept in excellent condition. It has the advantage of gas and water works, and is rendered attractive by pleasant walks and drives. It is commended to summer visitors by the excellent facilities which exist for boating, fishing and bathing. There are three hotels in the place, each about ten minutes' walk from the station. The town is on the line of the Camden and Burlington County Railroad, and is the junction of the Mount Holly, Pemberton, Hightstown and Medford branches. It lies on the Rancocas Creek, at the head of sloop navigation, fourteen miles from its mouth, and which also affords ample water-power for driving machinery, which is already availed of by the mills erected on its banks. It is one of the most progressive inland manufacturing towns in South Jersey, and is distant from Camden, eighteen miles, and Burlington, seven. Mount Holly has a distinctive reputation as the seat of the annual fair of the Burlington County Agricultural Society, the best held in the State, and which attracts to the town thousands of visitors. The population of the town is 4,621.

**Burlington County Insurance Rooms, Charles M. Sloan, Manager, Main Street.**—In 1866 Mr. Sloan established the insurance enterprise and opened the Burlington County Insurance Rooms here, and being one of the most popular and prominent citizens and a gentleman of thorough business experience and reputation, as well as one of the best known throughout Burlington County, of which he is a native, he now controls a vast insurance business, representing only the first and most reliable fire and life insurance companies on the continent. Among these are the Girard Fire, of Philadelphia, for which company he is State agent and resident director, conducting their New Jersey department; is district agent for the Newark Mutual Benefit Life Insurance Company, and is the first who established the business of insurance in Mount Holly and making it a success. The following companies are in the agency of Mr. Sloan and risks are taken for all: In life policies, the Newark Mutual Benefit Insurance Company, incorporated in 1845; and in fire policies, the *Etna*, of Hartford; *Home*, of New York; *Continental*, of New York; *German American*, of New York; *Niagara*, of New York; *Girard*, of Philadelphia; *Merchants* of Newark, New Jersey; *Liverpool* and *London* and *Globe*, Hartford, Connecticut; *North British* and *Mercantile*, and others of like character. Accidental insurance in all its forms, by the day, month or year, is taken. Mr. Sloan has already disbursed over \$100,000 in losses by fire in Burlington County, and over \$260,000 in State and district, which is the best test of the reliable character of the companies represented by him, not one of which disputed the claims. Mr. Sloan was in the Government service (Quartermaster-General's department) several years, and during the war served as Paymaster, Major and Lieutenant-Colonel in the Seventh National Guard, and is a gentleman of the highest integrity and rank.

**C. M. Rogers, Furniture and Undertaking, 50 Main Street.**—Mr. Rogers has within the last two years added his enterprise to the new industries established in Mount Holly, and is now the most prominent

representative in his line in the city. He has put in one of the finest assortments of goods and is selling at the very lowest living prices. He employs three skilled workmen for upholstering and cabinet making. The store occupied is a three-story brick building, 40 x 60 feet in extent, and is in the best business part of town. The stock carried is valued at \$4,000, and has been carefully selected from the best makers and of the most fashionable style and finish, and consists of every class of household furniture and undertaking goods in which a specialty is made. Sales are at the rate of \$6,000 per annum, the trade done having already extended over a wide section of the surrounding country. Mr. Rogers has been for three years engaged in the furniture business with his father at Bordentown, and came to Mount Holly, of which town he is a native, to begin trade, and his enterprise has proved a success.

**E. B. Jones, Dealer in Hardware, Paints, Oils and Glass, Mill Street, opposite High.**—In 1870 this establishment was founded by Mr. Jones, one of the leading and representative merchants of Mount Holly. The store occupied is a large two-story brick building, 15 x 90 feet in extent, with a cellar of the same size underneath used for storing goods. The stock carried is valued at \$10,000, and is composed of a full and varied line of hardware, lamps, paints, oils and house-furnishing goods. Sales are on a large scale, the trade extending over a wide range of the surrounding country. A specialty is made in oils, paints and builders' hardware, and four efficient clerks are employed in all the departments of the house in the making up and shipment of orders and waiting on patrons. Mr. Jones, in addition to this branch of his business, has opened one of the finest medical establishments in the county, quite close to his hardware store. He is a native of Medford, in New Jersey, and is treasurer of the Burlington County Agricultural Society, and also of the Mutual Benefit Building Association. In commercial or social rank, no citizen holds a superior position, and identifying himself with the progress of trade in the interests of Mount Holly, he is one of her most esteemed citizens and merchants.



**E. Holeman & Son**, Merchant Tailors, Ready-made Clothing and Gentlemen's Furnishing Goods, Main Street.—This enterprise was founded about forty-five years since, and the firm has now reached a very exalted position in the trade. The store occupied is a three-story frame building, 27x35 feet in extent, and is one of the best located and fitted for the trade. The stock carried bears an estimated value of \$8,000, and is composed of a fine line of ready-made clothing and gentlemen's furnishing goods, and cloth and piece goods for selection for making up of orders for customers. Sales are at the rate of \$28,000 per annum, the trade done taking a wide range over the surrounding country and into Pennsylvania. The firm is composed of E. & R. P. Holeman, father and son, and natives of Burlington County, and gentlemen of the highest social rank among their fellow-townsmen.

**J. L. Anderson & Sons**, Packers of the Celebrated Canned "Favorite" Goods: Pickles, Preserves, Fruit Butters, Mince Meat. Water Street.—Eleven years ago Messrs. Anderson & Sons founded their extensive enterprise, the largest canning factory but one in this section of the State. The factory buildings cover half an acre of ground, and the sales of the past season amounted to half a million of canned goods, the trade done covering the entire United States, and amounted to \$50,000. Some idea of the immense trade done by this company may be formed by the fact that in the pea season, 300 hands are employed, and 175 are generally kept throughout the year. The factory is worked by steam, the engine being seventy-five-horse power, and the machinery of the best modern construction. In the manufacture of the cans, gasoline is used, and all the cans used in the concerns are made on the premises. The members of the firm are J. L. Anderson, a native of Burlington County; Wm. L. Anderson, a native of Virginia, and Artillias Anderson, a native of Burlington County, gentlemen who have won a prominent rank in the social and commercial circles of Mount Holly.

**Smith's Hotel**, John F. Smith, Proprietor, Mill Street, nearly opposite Pine Street.—This old hotel has been established for sixty years, and for the last fifteen years it has been under the management of its courteous and genial host, Mr. J. F. Smith, a native of Burlington County. The building is a three-story brick, and has good accommodations for twenty-five guests. The house is comfortably furnished and is well kept, and has first-class livery attached, and a large business is done in this branch of the house. Richard Smith, the great-grandfather of the present proprietor, emigrated from England in the year 1650, and settled in Burlington County.

**A. Doran**, Watches, Clocks, Jewelry and Spectacles. 11 Main Street.—It is now over a period of twenty-two years since Mr. Doran founded his enterprise and established one of the leading and prominent representative jewelry houses in Mount Holly. He has succeeded in building up a large and prosperous trade over a wide section of Burlington County, of which he is a native. The store occupied is of brick, 15x35 feet in extent, and one of the finest of its class in the town, being well fitted up and appointed. The stock is composed of a fine line of watches, clocks and jewelry, silver and silver-plated ware. Watchmaking and repairing forms one of the leading specialties.

**Charles L. Branson**, Agricultural Warerooms, Church Street.—Thirty-one years have now past since this enterprising gentleman, who is a native of Mount Holly, founded one of the most extensive agricultural warehouses for the sale of farming and agricultural implements in Burlington County, and is now one of the most prominent representatives in his line of the industries of Mount Holly. The store and ware-rooms, with yard, cover an area from 200 to 500 feet in extent, running to Monroe Street, and are well laid out and adapted for the trade. The stock carried bears a representative value of \$4,000, and is composed of a varied assortment of agricultural implements of every class for farming operations. Sales are estimated at the rate of \$15,000 per annum, a specialty being made in harvesting machinery.

**Seigle & Flenard**, Groceries, Provisions, Flour, Fruit and Tobacco, cor. Mill and Pine Streets.—This enterprising firm are among the new business enterprises that have been added to Mount Holly during the past year. The store occupied is well located and fitted up for the business, and is a two-story brick building, 25x60 feet in extent. The stock carried bears an estimated value of \$1,000, and is composed of a fine line of family groceries, flour, fruit, provisions and tobacco, the business reaching about \$8,000 per annum. The individual members of the firm are Wm. R. Seigle, a native of Warren County, and E. A. Flenard, who is a native of Burlington County. Both gentlemen are thorough business men of established reputation.

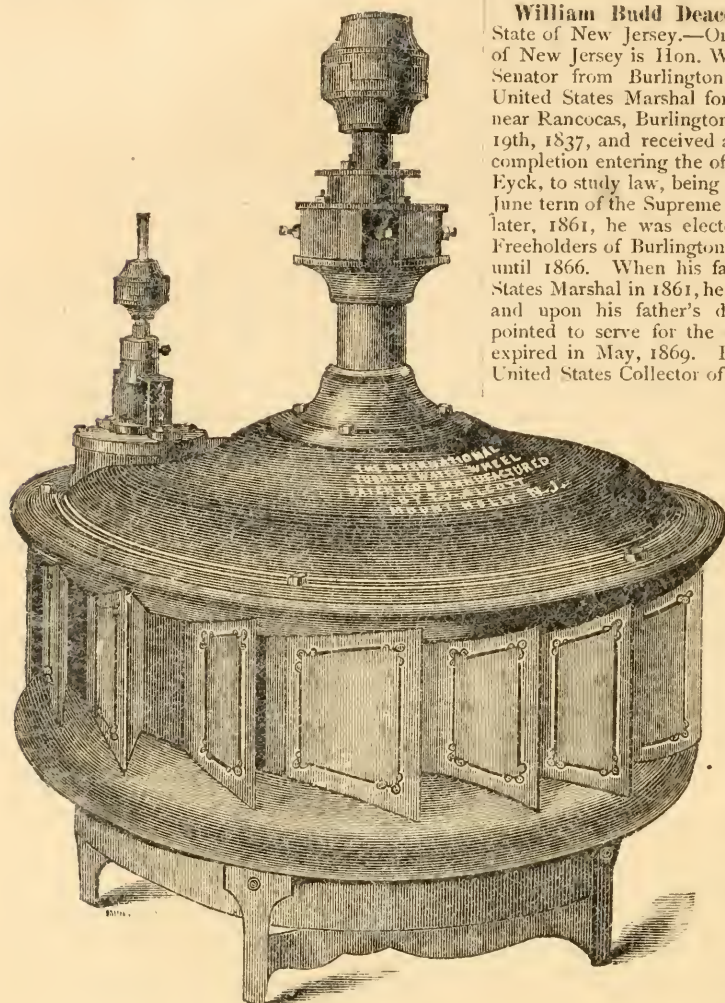
**J. K. Parker**, Boots and Shoes, Mill Street.—Mr. Parker has only within the past year founded his business here, he being a native of New York City, and for five years was in the business in Philadelphia. The store occupied is a brick building of two stories, 14x30 feet in extent, and is superiorly fitted and appointed for the business. The stock carried bears a representative value of \$2,800, and is composed of a fine line of heavy and light goods of the best materials and make. Custom work forms a leading specialty, and satisfactory fits are guaranteed; two experienced hands are constantly employed.

**W. G. Shinn**, Bakery and Confectionery, Mill Street.—Mr. Shinn has only within a few months added his industry to the list of business enterprises established of late in Mount Holly, and is making a favorable footing since his inception. The building occupied is of brick, 16x18 feet in extent, and the store is suitably fitted for the trade. The stock carried is limited to the supply of immediate daily demand, and is replaced by fresh goods as quickly as sold, and consists of fancy and plain cakes, pies, bread and confectionery. Mr. Shinn is a native of Ocean County, and is already most favorably known as a citizen of Mount Holly.

**Joel B. Taylor**, Fine Boots and Shoes. 41 Mill Street.—Ten years ago Mr. Taylor founded his present establishment and has succeeded in gaining one of the fullest line of patrons and built up a fine, prosperous trade. Four skilled hands are regularly engaged in the making up of work to order for customers and for stock. The store occupied is a fine brick building of two stories high, 18x60 feet in extent, and is prominently located for business. Mr. Taylor is a native of Burlington County.

**T. C. Alcott & Son**, Iron Founders and Machinists, Manufacturers of Alcott's Improved Turbine Water-Wheel, Washington Street.—These gentlemen are the leading representative founders and machinists

are about 50x160 feet. Steam power is employed in driving the machinery of the works. All the premises are in the best order, and system and organization characterizes the entire works.



of Burlington County, and have built up an extensive trade, reaching to all parts of the United States and Canada, as well as Europe and other foreign countries. Their Improved Turbine Wheel is acknowledged as one of the best in the market, being very compact and durable in its construction, and at actual work is always found to measure fully up to the standard of power when placed alongside of other wheels whose builders claim to have obtained the highest results at scientific tests. The firm employ about twenty skilled mechanics, and with improved machinery have the facilities for turning out their improved turbines of the largest required capacity, and all kinds of mill machinery of the latest and most improved patterns. The buildings occupied by them are composed of frame and brick, two stories high, constituting a foundry, smith and machine shop, dimensions of which

**William Budd Deacon**, U. S. Marshal for the State of New Jersey.—One of the foremost citizens of New Jersey is Hon. Wm. Budd Deacon, ex-State Senator from Burlington County, and the present United States Marshal for the State. He was born near Rancocas, Burlington County, N. J., November 19th, 1837, and received a thorough education, at its completion entering the office of Hon. John C. Ten Eyck, to study law, being admitted to the bar at the June term of the Supreme Court in 1859. Two years later, 1861, he was elected Clerk of the Board of Freeholders of Burlington County and held the office until 1866. When his father was appointed United States Marshal in 1861, he was selected as his deputy, and upon his father's death in 1868, he was appointed to serve for the balance of the term, which expired in May, 1869. From 1866 to 1869, he was United States Collector of Internal Revenue, and in

March, 1871, he accepted a position in the State Treasurer's office, which he held until 1875, when he resigned. In August, 1875, he was elected a member of the Board of School Trustees of Mount Holly. He is now engaged in the practice of his profession at Mount Holly, where he has an active law business. In 1877, he was elected a member of the Legislature and re-elected in 1878. His ability in the House, as the Republican leader on the floor, made him the nominee of his party in 1879 for Senator, and after a long and active canvass he was elected by a majority of 1,079. His clear and forcible speeches in the Senate, coupled with the thorough parliamentary knowledge he possesses, made him, during the first term, one of the leaders

of the body, a position he retained at the session of 1882. In this session he was chairman of the Judiciary, the leading committee, and a member of those on Elections and Finance. On his retiring from the Senate, he assumed the duties of United States Marshal for New Jersey, a position he was appointed to by President Arthur. Senator Deacon was greatly esteemed by all his fellow-members in the Senate, as he is also within his own county.

**Henry C. Herr**, Representative, Third District, Burlington County.—One of the prominent members of the New Jersey State Legislature is Hon. Henry C. Herr, Representative from the Third District of Burlington County, comprising the townships of Everham, Lumberton, Mount Laurel, Northampton, Pemberton, Millingboro and Westhampton. He was born



in Lancaster County, Pennsylvania, in September, 1832, and upon reaching manhood engaged in teaching, but is at present occupied in farming. He served in the Union army during the late Rebellion, and was mustered out of service in September, 1863, and shortly afterwards was appointed a clerk in the Quartermaster-General's office. After the close of the war he studied law and graduated from the Columbian College Law School, and was admitted to practice in the Supreme Court of the District of Columbia. In 1867, he removed to New Jersey, but did not resume the practice of law. In 1879, he was elected to the Legislature, and in the following year re-elected by an increased majority. During the session of 1881, he was Chairman of the Committee on Agriculture and Agricultural College, and a member of the Committees on Election and Education, and Joint Committee on Printing. Representative Herr resides at Hainesport, where he is highly esteemed by all his fellow-citizens, irrespective of party.

**Washington House,** Joseph Regan, Proprietor, Main Street.—This house is the oldest landmark in this section of the State, it being in operation since its opening, over a century, and for the past sixteen years under the management of its courteous, popular and favorite host, Mr. Regan, who is a most practical hotel man and a native of Burlington County. The Washington House has a high and popular line of custom from the judges and legal profession and the leading commercial men visiting Mount Holly. Notwithstanding the great age of the hotel, the building is in the best order and preservation and as solid as if it were but a few years built. It is a large frame edifice of twenty-six rooms and can comfortably accommodate fifty guests. It is three stories high and furnished comfortably, and has good sitting and reception parlors, bar and billiard tables and fine commercial sample rooms for the display of goods. It fronts on Main and Water Streets, and all its chambers are light and well ventilated.

**Charles B. Gibbs,** Shoe Manufacturer, Church Street.—Four years ago Mr. Gibbs founded his present industry, and has made great progress at it and taken a prominent and leading rank. The factory is located in the upper floor of the building occupied, is 22x33 feet in extent, and fitted with all the necessary appliances for the business, and employing twenty-five skilled hands. The stock carried is limited to a small amount, as nearly all the work made is for one house in Philadelphia, to which it is shipped as quickly as it is made. The trade is estimated at the rate of \$20,000 per annum, and all the work done is made by hand. Mr. Gibbs is a thorough, practical working man, a native of Burlington County, and one fast advancing to the foremost ranks of the business community of Mount Holly.

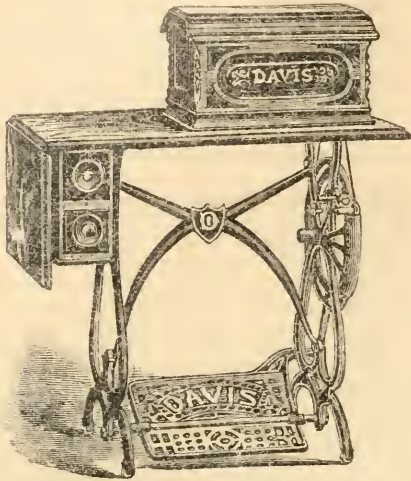
**H. J. Judd,** Pianos, Organs and Sewing Machines, Musical Instruments and Musical Merchandise, Main Street.—Seven years ago Mr. Judd founded the leading and most prominent piano, organ and sewing machine enterprise in Mount Holly, and by his intimate knowledge of instruments and his upright method of dealing with the general public, has established a large and prosperous business over a wide section of the surrounding country. The store occupied is one of the finest brick buildings in the city, two stories high, 25x40 feet in extent and fitted and equipped in a first-class manner. The stock carried

consists of a large number of pianos, organs and sewing machines of the best makers. In the latter are the Domestic, Household, New Home, New Remington, New Automatic, etc., which are sold at the lowest prices for cash or on time. A large lot of second-hand sewing machines are kept on hand. Domestic paper fashions of perfect fittings are kept for sale in large quantities and in great variety. The Mason & Hamlin organs and other makes are kept at lowest prices—pianos of the most renowned manufacturers in America and musical instruments, etc., etc. Mr. Judd is a native of New York State, and since his residence in Mount Holly, has become one of the most prominent citizens and business men.

**T. H. Risdon & Co.,** Founders and Machinists and Manufacturers of Risdon's Turbine Water-Wheel, Church Street.—This celebrated manufacturing company was originally established by the father of the present proprietors over fifty years ago, and for the past twenty years it has been in the possession of the present operators and is the largest institution of its class in this section of the State. It has grown to be so well known, not only in America and Canada, but its turbine water-wheels have made their way to European countries and so great is the demand on their resources that they are compelled to work night and day to keep up the supply of orders and make shipments. The machine shop is a brick building of three stories high, 40x100 feet in extent, pattern shop of two stories, with a foundry of the same dimensions, the entire works covering about two acres. Sixty hands find constant employment throughout the works. Turbine water-wheels are the leading specialty of the manufacture, and all descriptions of castings are made in the foundry. The entire machinery is of the best modern construction and is operated by a steam engine of fifteen-horse power. Mill machinery of all kinds is manufactured, the firm making their own patterns, the shop being a two-story building. The turbine wheels made are the Risdon's Cylinder Gate Turbine Water-Wheel and the Register Gate Turbine, Risdon's Turbine and Case, Risdon's Turbine in Quarter-Turn Case. Risdon's Turbines are in use giving eleven hundred-horse power, and both single and double turbine, etc., etc., all of which have been already tested by scientific operations. The firm is composed of T. H. Risdon, a native of Mount Holly, and T. R. Risdon, Jr., also of the same city. W. W. Tyler, a native of Massachusetts, and L. L. Ayres, a native of Richmond, Virginia, all of whom are thorough business men and among the most prominent of the citizens of Mount Holly.

**S. F. Sapp,** Mount Holly Meat Market, Main Street.—One year ago, Mr. Sapp founded one of the best meat markets in this section of Burlington County (of which county he is a native), and in this short space of time he has gained a firm footing and a prominent rank in this branch of the industries of Mount Holly. The store is 10x30 feet in extent, well adapted for the business, having ice-boxes and refrigerators for the preservation of the fresh meats in all seasons. The stock carried is necessarily limited to meet the wants of immediate demand and is composed of the finest qualities of fresh meats, as beef, lamb, mutton and veal and all meats in season, and sales are at the rate of \$7.00 per week. Mr. Sapp, in the late war, was a member of the Third Regiment of New Jersey Cavalry for nearly two years, under Generals Sheridan and Custer, remaining with it until 1865.

**H. J. Burtis**, Pianos, Organs and Sewing Machines, Mill Street.—In these days of high cultivation and æsthetic tastes, a musical instrument of some kind is indispensable in a family pretending to any degree of refinement. As the eye and ear contribute



the greater part of human enjoyment, it is but right that they should be ministered unto. Especially is this true in regard to music, where nothing material appears to mar the enjoyment and detract from the sense of completeness. The American people have always been noted for their appreciation of high art in music, and have always done much to encourage the followers of Apollo. The piano and organ, now the universally adopted instruments, have reached their highest degree of perfection in America, where also a greater number are sold in proportion to the population than in any country on the globe. Large numbers of people have engaged in the trade, a considerable proportion of them being located in New Jersey. The thriving town of Mt. Holly is not behind the times in this respect, since the warerooms of H. J. Burtis are located here. Mr. Burtis has a very fine stock, and justly claims to sell a good article at as low a price as it could be obtained in the large cities. Every kind of instrument desired, from the soft-toned to the brilliant, the grand to the upright, in the line of pianos all of celebrated makes, are here and sell for prices of astonishing cheapness. The organs, also, merit the highest praise, and truly, since the establishment of the house of which Mr. Burtis is the proprietor, no family need be without this comfort or necessity, as many call the piano or organ.

Mr. Burtis is also agent for the Davis Sewing Machine, which, from its many good qualities, is rapidly gaining great favor with the public. Its neat and attractive appearance, the simplicity of its machinery, the small quantity of tread required and, above all, its lightness and noiselessness in running, are all qualities which recommend it to the notice of those tired of the complicated, wasteful and noisy machines formerly in vogue. Mr. Burtis' store is complete in its appointments and is a fair representative of the enterprising business houses of the country. By his uprightness, straightforward dealing and thorough understanding of the strictest business principles, he has attracted a large trade, which is rapidly assuming

still greater proportions, while his public spirit and affable manner have gained him a high degree of popularity among his fellow-citizens.

**W. K. Rudderow**, Dry Goods, Groceries, Carpets, Oil-Cloths, etc., corner Main and Water Streets.—Just twenty years ago this merchant established his present enterprise, which now fills one of the leading and prominent ranks in the industries of Mount Holly. The store building is of brick, three stories high, 25x60 feet in extent, and is one of the best of its class in location, etc. The stock carried bears a representative value of \$5,000, composed of a fine line of dry goods, groceries, carpets, queensware and general stock. Sales are estimated at the rate of \$18,000 to \$25,000 per annum, the trade done extending over a wide section of the country. He has recently adopted a five per cent. discount for cash system in his business, which is adding largely to his sales and popularity. Mr. Rudderow is a native of Burlington County, and one of the most esteemed of the community of Mount Holly.

**Arcade Hotel**, W. L. Butterworth, Proprietor, Main Street.—This popular and favorite hotel has been over half a century established, and for the past twelve years under the management of its courteous host and proprietor, Mr. Butterworth, who from his genial manners has won a host of friends and patrons. The building is of brick, fifty rooms, is well furnished, sets an excellent table, and from its most central position is made headquarters by the commercial men visiting Mount Holly, and now doing a good trade. It has a good bar, well stocked with a fine line of wines, liquors and cigars, and its rates are moderate for its solid comforts. It has a sample room for commercial men's goods, and provides every facility and convenience for all making this house their stopping place.

**W. S. Brown**, Watches, Clocks and Jewelry, Main Street.—Mr. Brown, who spent over fifty-five years in the trade in the city of Philadelphia, and who is a native of Delaware, founded one of the most prominent and leading jewelry houses in Mount Holly eight years ago. The store occupied is 13x30 feet in extent and is nicely fitted up with show cases, etc., for the proper display of the attractive goods kept. The stock carried is composed of a choice assortment of all kinds of jewelry, watches, clocks and silverware, and the trade done is the largest of its class in Mount Holly. Repairing is made a leading specialty in watches. Since Mr. Brown has become a citizen of Mount Holly he has gained a prominent rank in social and commercial circles, and is one of the most esteemed of his fellow-townsmen.

**Mount Holly Fire Insurance Company**, Mill Street.—This insurance company was organized in 1831 and is now largely patronized all over Burlington County. It is entirely a local enterprise and is under a board of Directors composed of the solid business men and capitalists of Burlington County, and its affairs are admirably managed and all its policies are undisputable, and its rates are as low as any company for risks comparable with safety to the insurer and insured. Allen Fenimore, the President, is a native of Burlington County, and also a Director of the National Bank. Harris Cot, a native of Mount Holly, is Secretary and Treasurer, and he has been twenty-four years with this Company.



**Wheeler & Wilson Sewing Machine Company,** C. H. Girtan, Agent, 25 Main Street.—One year ago this zealous and stirring young business man entered on the agency of this renowned sewing machine company, as their representative for Burlington County, and in the short space of time since then he has made rapid progress in his post of trust and now controls a large and successful line of trade. He has the chief business of the county in his district and sells at present at the rate of one hundred and fifty machines, which, taken at an average of \$50 each, nets about \$7,500 per annum. The stock carried is about forty machines for immediate demand. The store occupied is nicely fitted and equipped for the display of the machines and is located on Main Street. Mr. Girtan is a native of the city of Trenton, and is a thorough, active and live young business gentleman of excellent address. He is a wide-awake citizen of Mount Holly and possessing the respect and esteem of his fellow-men of all grades and classes in Burlington County.

**Jos. R. Deacon,** Dry Goods, Notions and Fancy Goods, 43 Main Street.—Twenty years ago Mr. Deacon founded one of the most prominent dry goods, fancy goods and notion houses in Mount Holly, and has ever since held a leading rank in this branch of her industries and gained a large connection over the surrounding country. The store building is a three-story brick of 21x56 feet in extent, and one of the best fitted and equipped of its line in the city, and most centrally located. The stock carried comprises a fine assortment of a great variety of dry goods, notions and fancy goods, all of the best quality. Three experienced hands are kept and find constant employment waiting on customers and packing up goods to order.

**Nichols & Nippins,** Dealers in Wines, Liquors and Bottled Beer, etc., Mill Street, opposite Pine.—Two years ago these gentlemen succeeded to the only business in their line in Mount Holly, having purchased out their predecessor in trade, and since their inception they have largely increased their business. The store occupied is a three-story brick building, 25x40 feet in extent, and the bottling establishment is in the rear. The stock carried bears an estimated value of \$5,500, and is composed of a fine assortment of wines, liquors and bottled beer, and sales are considerable and a large wagon trade is done in bottled beer and soda water, ginger ale and sarsaparilla. Five experienced hands find constant employment in the house in all its departments.

**S. A. White & Co.,** Teas, Coffees and Spices and Fancy Groceries, High Street.—This enterprising firm are among the new business industries that have been added to the trades of Mount Holly within the past year, and since its inception it has made considerable progress, due largely to its care in keeping the best class of goods. The store occupied is a fine brick building, three stories, and 18x45 feet in extent, and one of the best fitted up and appointed of its class in the city. The stock carried is composed of a fine assortment of first-class choice family groceries, teas, coffees and spices, and bears a representative value of \$5,000, and sales are considerable and progressing. The firm is composed of S. A. White, of Burlington County, and a special partner, trading under the style of S. A. White & Co.

**Henry T. Warner,** Imported and Domestic Cigars and Tobacco, Main Street.—The tobacco and cigar business forms a leading feature in the industries of every point of the nations of the world, but none more extensively than in the United States, the great tobacco producing country of the Western world, and hence the manufacture in this branch of American industry is on a scale of magnitude unequalled by any other nation. Where the use of tobacco becomes a necessary luxury, it is a matter of importance to find an establishment where the best materials can be had, and Mr. Warner, realizing the weight of this reasoning, has founded one of the leading stores in this branch of the industries of Mount Holly, and stocked it with the best line of choice brands of cigars, smoking and chewing tobacco and smokers' fancy articles. The store occupied is a frame building of two stories high, 15x35 feet in extent and nicely fitted and equipped. It is an old stand, and under the new proprietorship of Mr. Warner, who has laid in a stock estimated at \$3,000, the sales have been increasing and the future success of the enterprise is fully established.

**F. O. Herbert,** Meat Market, and Produce and Poultry, Mill Street.—This is one of the new business enterprises of Mount Holly within the past year, and since its foundation it has gained a considerable progress. The building occupied is a two-story frame edifice, 16x28 feet in extent, and is well and suitably fitted up for the trade. The stock carried comprises a fine, fresh assortment of produce, poultry, game and meats, of the best and most superior quality. Mr. Herbert is a native of Burlington County, and is fast building up a name and a successful trade for his house. He is much respected as a citizen and an upright business man.

**A. F. Baillie,** Marble Yard, Water Street.—Twelve years ago, Mr. Baillie founded the leading representative marble yard in Mount Holly, where monuments and marble works of the finest artistic execution are made in all designs known to the art of the marble worker. During this long period he has established a reputation for himself and built up a long line of patrons over the best section of Burlington County. The workshop and yard cover an area of 25x100 feet in extent and the location is central. The stock carried consists of a fine selection of handsome monuments of artistic design, ready for engraving the names of the deceased to whom they may be erected, the estimated value of stock being about \$2,000. Two skilled marble workers find constant employment here and the finest artistic work is turned out from the yard, and all monuments and work done is guaranteed to give the fullest satisfaction. Mr. Baillie is a native of Burlington County.

**Charles E. Travis,** Manufacturer of "Mount Holly Shirt," and Dealer in Gentlemen's Furnishing Goods, Main Street.—The store occupied is a fine brick building of two stories, 18x40 feet, and located on the Main Street, forming one of the leading houses of Mount Holly. The stock carried is of superior quality, and in varied class of gentlemen's furnishing goods, hats and caps, the leading specialty being "The Mount Holly Shirt," of which Mr. Travis is the manufacturer, and the celebrated E. & W. Linen Collar and Cuffs. Mr. Travis is a native of Philadelphia, and has become one of the leading business men of Mt. Holly.

**John W. Archer**, Manufacturer of Light Carriages and Buggies and Phaetons, Washington Street.—It is now over a period of thirty years since the stand now occupied by Mr. Archer was established, it having been for many years under the proprietorship of Mr. G. H. Peak, who was succeeded by Mr. Archer in 1881. The buildings occupied are the blacksmith shop, which is fitted up with all the best and most approved tools and machinery for the trade; the wood shop and paint shop, which cover an area of 100x50 feet in extent, and the ware room 40x20 feet. The stock carried is limited to meet immediate orders of patrons, but is kept up to about \$3,000, and sales are at the rate of \$10,000 per annum, the chief part of which is done on order. Repairing forms a leading feature, and twelve experienced hands find constant employment in all the departments of the works. Mr. Archer is celebrated as a manufacturer, and turns out the best class of work from his factory in light and heavy carriages, buggies and phaetons of the best material and finest finish.

**Daniel S. Kempton**, Boots, Shoes and Slippers, 47 Main Street.—Three years ago Mr. Kempton succeeded to the business of his late deceased father, who had been for many years established in the trade at Mount Holly, so that the business has been carried on without interruption ever since its first inception, and now is one of the prominent branches of the industries of Mount Holly. The store occupied is one of the best of its class in the town, and is 22x40 feet in extent and well fitted for the trade. The stock carried comprises a fine line of boots, shoes and slippers of the best class of goods of light and heavy make, a specialty being made of children's shoes with the A. S. T. Co. black tip on them, they having the reputation of being superior to others. Sales are extensive and a first-class custom work is done in a prompt and satisfactory manner at the most reasonable rates. Mr. Kempton is a native of Mount Holly, and is one of the most prominent citizens, having spent his life here.

**A. S. White**, Druggist, 59 Main Street.—For over a period of thirty years, Mr. White (who is a native of Mount Holly, and one of her most prominent citizens) has been established here and has built up a most successful line of custom. The store occupied is a fine three-story brick building, 20x40 feet in extent and is advantageously located on the chief street. The stock carried bears a representative value of \$3,500 and is composed of a fine line of choice drugs and medicines, fancy toilet articles, and sales are estimated at the rate of \$8,000 per annum. Prescriptions are carefully compounded and none but the best drugs are used.

**Frank Dill**, Beef, Veal, Mutton, Pork and other Meats, Main Street.—For a period bordering on quarter of a century Mr. Dill has been established here and with his long record he has gained a solid footing and is doing a large and steady trade. The store is 26x45 feet in extent and is admirably fitted for the business with refrigerators and ice-boxes for the preservation of meats fresh in all seasons. The stock carried is necessarily limited to the supply of immediate demand and is replaced as soon as disposed of. The sales are at the rate of \$500 per week and four hands find constant employment. Mr. Dill is a thorough and practical master of the business, a native of Camden County and much respected as a citizen of Mount Holly.

**W. B. Ogburn**, Meat Market, Mill Street.—With a record of eighteen years in the trade, Mr. Ogburn takes a prominent place among the leading industries of Mount Holly, and has made an enviable reputation as a trader, and succeeded in building up a liberal line of custom. The store occupied is a fine, large one, and is a three-story brick, 18x200 feet, well fitted up with the best appliances for the business. The sales are estimated at the rate of \$15,000 per annum, a liberal local custom business being done. Mr. Ogburn is a thorough, practical judge of all classes of meats, and deals only in the best and most tender qualities, and is a native of Burlington County, and is a highly-esteemed and respected citizen of Mount Holly.

**John Sherman**, Boots and Shoes, Main Street.—In 1876, Mr. Sherman, a native of Germany, and thirty three years a resident of the United States, and thirty years of his life at his trade, established his present enterprise here. The store occupied is a three-story brick building, 16x90 feet in extent. The stock carried is valued at \$5,500, and consists of a fine assortment of boots and shoes for men and women and children, all of the best make and finish. Sales are estimated at the rate of \$15,000 per annum. Custom-made work forms a leading specialty, and three experienced hands are kept constantly employed in this department.

**W. S. Taylor**, Groceries and Provisions, Mill Street.—Two years ago, Mr. Taylor opened his new industry here and is fast taking a leading part in this branch of the industries of Mount Holly. The store occupied is a three-story brick building 15x30 feet in extent, well adapted and fitted for the trade. The stock carried comprises a fine assortment of family groceries, general stock and provisions and the business done is chiefly local. Mr. Taylor is a native of Burlington County and one of the most esteemed of his fellow-citizens.

## SMITHVILLE.

This thriving manufacturing village is located on the Rancocas Creek, in Burlington County, and on the Camden and Burlington Branch of the Pennsylvania Railroad. The town is about one mile from the depot, and is in the midst of a fine agricultural and stock-raising country, the chief products being grain and dairy produce. The population of the town is about 500, 300 of whom are employed in the works of H. B. Smith & Co., located here. Smithville is two and a half miles from Mount Holly, the county seat, twenty from Camden and twenty-eight from Hightstown, the terminus of the branch road.



**H. B. Smith Machine Company,** Manufacturers of Wood-working Machinery.—Fifteen years ago this Company was founded, and the immense machine-shops which constitute the entire trade of Smithville were erected here on the Rancocas Creek, and are the largest of their class in this section of the country, manufacturing every kind of machinery for wood-working, tools, bench vises and iron-working tools, the celebrity of which has reached almost every point of the world where wood-working machinery is brought into use. So rapid has been the growth and progress of this manufacturing company that their works and buildings now cover an area of  $2\frac{1}{2}$  acres of ground.

The main buildings comprises the machine shop, which is a large brick structure of four stories, the floor of which is iron slabs. On the first floor are the moulding machines and special new machines. The second floor is set apart for mortising machines, re-saw machines, tenoning machines and hand planers. The third floor is used for the assembly room and painting. The fourth floor for the manufacturing of chisels, moulding cutters, set screws, bolts and blind staples. Shop No. 2 is a brick building with an iron floor, the first floor of which is used for the manufacture of pulleys. Second floor for cutters heads and wood-turning lathes. Shop No. 3.—First floor for iron tools, heavy machines, lathes and planers. Second floor, iron tools, small lathes and planers. Third floor, bench vises and gauge lathes, saw benches, small wood tools, grinding, painting and polishing. Shop No. 4.—Knife-forging and blacksmith's shop, hammers, punches, shears, trip hammers, prop presses and twenty fires are used in this department. Shop No. 5.—Knife-grinding shop, which is fitted with five grinding machines. Shop No. 6.—Used for storing iron and steel. Shop No. 7.—First floor, testing-room and boxing in sheds attached. Second floor, pattern shop with latest improved machinery. Third floor, storage of lumber. Shop No. 8.—First floor, Star Bicycle department for polishing and erecting. Second floor, storage of patterns. Shop No. 9.—First floor, pickling and cleaning castings. Second floor, storage of patterns. Shop No. 10.—First floor, steam boiler house for heating the entire works, also

department for nickel-plating. Shop No. 11.—Foundry for castings of all descriptions of iron and brass goods with improved machinery and large core ovens, and yard for storing flasks is attached. Five tons of metal can be cast at a time. Shop No. 12.—For melting steel. Building No. 13.—Contains eight fire-proof vaults for storage of books, papers, shop findings, etc. On the second floor is the business offices, telegraph office and printing office, where all the printing used by the Company is done. The *Mechanic*, a neat sixteen-page newspaper, is issued monthly from this office. The post office of the village is also located in this building.

The machinery of the vast shops is operated by ten turbine water-wheels, the force of which is equal to 200 horse. The machinery is of the best construction. The facilities for manufacture have been increased thirty per cent. over last year and now over 300 skilled hands are employed. The entire buildings are fire-proof, the wheel-houses alone cost \$40,000.

In addition to the manufacture of machinery, etc., the Company have commenced the manufacture of the celebrated American Star Bicycle, 200 of which they have just completed, and have proved to be the most complete and satisfactory bicycle at present in the market. The gross amount of the machines made last year was \$350,000, and the orders ahead for work is fifty per cent. larger than last season's. The increase last year was 60 per cent., and this year it is estimated at 80 per cent. Shipments are made to all parts of the known world, but the greater part of the products are consumed in the United States.

The Company own 275 acres of land located close to the works. Mr. Smith is owner of the entire town of Smithville in which the works are located. H. B. Smith, President, a native of Vermont, and late member of Congress up to 1880. William Kelley, Vice-President, formerly of Richards, Lowdon & Kelley, of Philadelphia, a native of the State of Pennsylvania. Charles H. Chickering, Secretary, of New York State. B. W. Storey, Superintendent, a native of Maine. George H. Lippincott, Master Mechanic. J. J. White, Manager of the Company's store, 925 Market Street, Philadelphia. George D. Field, a native of Massachusetts.

## PEMBERTON.

This village is located twenty-five miles from Camden and six miles from the county seat, Mount Holly, and is the centre of considerable trade. It is built on the Rancocas River, which affords good water-power and which has been utilized by mills at various points. The village lies in the midst of one of the richest and most fertile agricultural sections of the State, the land being productive for dairy purposes, grass, grain and live stock, a specialty being made in young fatted calves for the New York markets. Pemberton offers a splendid prospect for every description of manufacture in the immense advantages of water-power provided by the Rancocas flowing through the village. The appearance of the town is neat and attractive and is peopled by an enterprising class, there being a number of elegant residences.

Pemberton was settled about 1758, and then called New Mills. In 1826 it was incorporated by its present name in honor of James Pemberton. It now contains three churches, two excellent schools—one public and one private—and two good hotels. It is the southern terminus of the Pemberton and Hightstown Railroad and the shipping point for the large producing country surrounding. One mile east is Pemberton Junction, the point of connection with Pemberton and New York Railroad, which runs through the villages of New Lisbon and Hanover to Whitings, a distance of eighteen miles, where connection is made with the New

Jersey Southern Railroad to Long Branch. Connects also at Whitings, with the Tuckerton Railroad, running via Bamber, Waretown Junction, Barnegat, Manahawkin and West Creek to Tuckerton, near Little Egg Harbor, on the Atlantic coast, a distance of thirty miles. By this connection, some of the most noted fishing and gunning regions of the Jersey coast are reached and extensive cranberry meadows are traversed. Pemberton has at present a population of near one thousand.

**W. S. Kirkbride**, General Store, Main Street.—It is universally conceded that it takes as much tact, general knowledge, experience and executive ability to successfully manage the affairs of a general store as it does to edit a paper. The fact that the names of so many proprietors of such establishments annually appear in the bankruptcy reports, is a sufficient proof of this assertion. Consequently, when the attention is directed to an establishment of this kind, one naturally desires to ascertain the means of success. Among the few skillfully managed concerns in this department of commerce, the establishment of W. S. Kirkbride, is worthy of favorable notice, especially in a work intended to throw light upon the causes of general prosperity as embodied in various industrial establishments. Why the people of Pemberton should ever go beyond the limits of their town for merchandise when so complete a stock of almost any conceivable article is offered by Mr. Kirkbride at prices consistent with the times is a mystery. A full line of dry goods, groceries, provisions, carpets, oilcloths, wall paper, queensware, notions, clothing, hats, boots, shoes, ladies' coats and furs, and many other articles to cite which would be but a tedious enumeration, are found within the limits of the establishment. A clear idea of the extent of the stock can only be gained by personal inspection. Mr. Kirkbride, the proprietor and manager of this establishment, is well known in the community and is esteemed as a liberal and public-spirited citizen.

**Wm. Keeler**, Groceries and Provisions, Flour and Feed, Main Street.—Mr. Keeler, within the past year, has added this enterprise to the industries of Pemberton, and has founded a prominent branch of her trade. The store occupied is a frame building of two stories, 18x25 feet in extent, and located on the Main Street. The stock carried bears an estimated value of \$1,000, and is composed of a choice assortment of fine, fancy family groceries, flour and feed and general merchandise, and a large trade is already established. Mr. Keeler is a native of Burlington County, and is fast taking a prominent rank among the men of industry and trade of Pemberton.

**Anthony J. Morris**, Pemberton Mills, Dealer in Flour, Grain, Feed, Hay, Fertilizers and Lumber, Main Street.—Seventeen years ago, Mr. Morris, impressed with the great and natural advantages of the fine water-power of the Rancocas stream that flows through Pemberton, purchased the mills located here and is now one of the most successful representatives of his line in this vicinity, being largely engaged also in the manufacture and sale of lumber. The Pemberton flour mills are a large three-story frame building, 40x80 feet in extent, and are located close to the bridge that crosses the Rancocas Creek, at the end of Main Street and occupy a large lot of ground. The machinery is of the best construction and is operated by water-power, the turbine wheels being one hundred-horse power and four run of burrs are used. The capacity of the mill is 100,000 bushels of grain per annum and sales are at the rate of \$75,000 per annum. The new system for manufacture under the new process is adopted and

the flour is of the first description of quality, and a large trade is done all over the four surrounding counties. First premiums were obtained at the Burlington County Fairs of 1880 and 1881 for the products of the mill. Mr. Morris is a native of the city of Philadelphia and gives constant employment in this branch of his trade to four hands.

**Alfred Corey**, Carriage and Wagonmaker.—Mr. Corey is a native of Burlington County and three years ago he founded his present industry. He has devoted his entire time to the development of the business, and makes every description of heavy and light work, and a specialty of repairing and job work. The buildings are the wood shop and the paint shop, which are each 20x35 feet in extent, and are fitted up with all the necessary tools and appliances for the trade. The chief business is done on order for custom work, and sales are at the rate of \$1,000 per annum, the trade done taking a wide range over the entire surrounding country, the well-known reliability and durability of the work done by Mr. Corey being the best test of his merits.

**W. H. Bishop**, Dry Goods, Groceries, Boots and Shoes, Hats and Caps, etc., Post Office, Main Street.—Mr. Bishop, who is a native of Burlington County and the postmaster of Pemberton ever since he founded his present industry, now over a period of sixteen years ago, when he laid the foundation of his large and successful enterprise, and is now the leading representative merchant in his line of the industries of Pemberton. The store occupied is a frame building, two stories high, 25x60 feet in extent, and is well equipped and fitted up for the business and the most centrally located. The stock carried bears a representative value of \$4,500 and is composed of a full line of dry goods and notions, boots and shoes, hats and caps, fine fancy family groceries, flour and general merchandise. Sales are at the rate of \$18,000 per annum, the trade done having a wide range over the surrounding country. Mr. Bishop is one of the most popularly known and respected of the community of Pemberton in the progress of which he has long identified himself and taken an active part. The post office is located in the store.

**Mrs. R. D. Keeler**, Millinery, Hats and Bonnets; Hair Work a Specialty, Main Street.—Ten years ago Mrs. Keeler founded her present industry and has succeeded in building up a large line of custom trade all over the surrounding country. The store occupied is one of the neatest and best appointed in the business in the town and is a frame building of 12x15 feet in extent. The stock carried is limited to the demands of the time, the greater amount being on order for custom work, and sales are at the rate of \$1,000 per annum. Mrs. Keeler is a native of Burlington County, and a lady of the finest taste and judgment in her line of business. Attached to the store and under the superintendence of Mr. Walter I. Keeler, is a bakery which provides the community with bread, cakes, pies and ice-cream. A specialty is made of catering for wedding parties.



**A. Early & Son, Dry Goods, Groceries, Farming Implements, etc., Main Street.**—Five years ago these gentlemen founded their present enterprise and are now among the leading and most prominent representatives engaged in their line in Pemberton. The store occupied is a large three-story brick building, having an extensive frontage on the two leading streets. The Commercial Hotel, also established by these gentlemen, is located in the upper floors of the house, the store being 18x40 feet in extent. The stock carried is valued at \$2,000 and is composed of a full line of dry goods and notions, flour and general merchandise and farming implements, and sales are estimated at the rate of \$10,000 per annum, the trade done extending over a wide section of the country. The firm is composed of A. Early and his son, Thomas, both natives of Burlington County and among the most respected of the community of Pemberton.

**W. H. Thompson, Harnessmaker, Main Street.**—Thirteen years ago, Mr. Thompson, who is a native of Burlington County and a thorough, practical harnessmaker, founded his present enterprise, and is now one of its most prominent representatives in his line of the industries of Pemberton. The store occupied is one of the finest of its class in the town, and is a large three-story frame building, 18x30 feet in extent, and is admirably fitted and equipped with all the best tools and implements for the trade. The stock carried bears an estimated value of \$1,000, and is composed of a fine assortment of heavy and light harness, collars, whips, horse clothing and furnishing, rugs, robes, and every article known to the trade. Sales are at the rate of \$5,000 per annum, a large trade being done all over the surrounding country.

Custom work forms a specialty, and three experienced hands find constant employment in the making up of work to order.

**J. F. Early, Beef, Lamb, Mutton, Pork and Veal, Sausage, Hams, Lard, etc., Main Street.**—Five years ago, Mr. Early, who is a native of Burlington County, established the leading meat market of Pemberton and is doing an extensive and prosperous trade. The store occupied is a neat frame building of two stories, 12x14 feet in extent and well fitted and appointed for the business, and has ice-boxes and refrigerators for the preservation of meats. The stock carried is limited to the wants of immediate demand and is composed of a choice assortment of fresh meats, comprising beef, lamb, mutton, pork and veal, sausage, hams and lard, with sales at the rate of \$4,800 per annum. Mr. Early is a highly esteemed member of Pemberton's community and a first-class man of business.

**D. F. Gibbs, Dry Goods, Boots and Shoes, Hats and Caps, Carpets, Groceries, Provisions, etc.**—It is now close on a period of a quarter of a century since this extensive and representative merchant founded his present industry, which is the largest of his class in Pemberton. The store occupied is a large frame building, 25x72 feet in extent, and is one of the finest and best equipped in the town. The stock carried bears an estimated value of \$10,000, and is composed of a full line of dry goods, notions, boots and shoes, hats and caps, carpets, and a full line of fine, fancy groceries and provisions. Sales are at the rate of \$25,000 per annum, and four experienced clerks find constant employment in waiting on patrons and filling and shipping orders.

## MARLTON.

This active village is located in Burlington County, on the Philadelphia, Marlton and Medford branch of the Camden and Atlantic Railroad, ten miles from Camden, and five miles from Medford, where it connects with the Medford branch to Mount Holly. It lies in the midst of one of the finest and richest sections of the State, renowned for its splendid agricultural products of vegetable, grain and truck lands. These find a convenient market in Philadelphia, and the distance is such that the farmers drive to the city early in the morning and themselves dispose of their vegetables direct to the consumers. Marlton takes its name from the extensive marl beds that are worked in the vicinity, and to which the richness of the soil is largely due. The town has two churches and a public school, besides the usual number of mercantile establishments. Population, 550.

**Uzziel Barford, Marlton Hotel, Main Street.**—It is now over a period of seventeen years since Mr. Barford took the management and proprietorship of this old hotel which is now closing on a century since it was first founded, it having been in existence over ninety years. It is a leading and popular house and is the only hotel of the town. It has twenty-three good rooms and the house is superiorly, nicely and comfortably furnished, and is located in the very centre of the town. It has a good bar and well appointed dining-hall; its rates are very moderate. Mr. Barford is a native of Burlington County and a prominent citizen of Marlton.

**George E. Lewis, Ironworker and General Blacksmith, Main Street.**—For the past ten years, Mr. Lewis, who is a native of Philadelphia, and a thorough, practical blacksmith, and maker of iron work for carriages and wagons, founded one of the most prominent and successful establishments in his line, and has built up a popular trade, extending over a wide section of Burlington County. His workshop is well appointed for the work, and covers an area of 15x30 feet in extent, and has all the latest and best tools and appliances for the trade. Two experienced hands find constant employment in the different branches.

**H. & J. M. Brick,** Dry Goods, Boots and Shoes, Hardware, Coal, Flour, Feed and Fertilizers, Main Street.—These prominent merchants, who are natives of Burlington County, and the representatives of three generations of their family, have been in the business as proprietors since 1863, and are now among the most popular merchants and citizens in Marlton. The store occupied is located in the heart of the village, and is a frame building of two stories high, 38x63 feet in extent, with a fine store-room, 24x30 feet, in the rear. The stock carried is composed of a full line of fine, fancy, family groceries, flour and provisions, hardware, iron, steel, fertilizers, farming implements, paints, oils, patent medicines, etc., etc. Four experienced clerks are required to execute orders and attend on patrons. The members of the firm are H. & J. M. Brick. Mr. H. Brick was postmaster of the town since President Lincoln was in office till the year 1882, when a successor was appointed; also served as a member of the Township Committee. The firm are agents for the Syracuse Chilled Plows and for Dr. Jayne's family medicines, essence of all flavoring extracts, etc. In the year 1820, sixty-two years ago, Wm. Brick, the grandfather of these gentlemen, commenced the general merchandise business in the town of Marlton, and continued the business for fifteen years and was then succeeded by his son, Joseph I. Brick, who continued the business until the year 1863, when he was succeeded by his two sons, Mr. H. Brick and Joseph M. Brick, the present proprietors.

**W. H. Zellej,** Druggist, Paints, Oils, Hardware, Glass, Toilet, Fancy Articles, etc., Main Street.—Five years ago Mr. Zellej, who is a native of Burlington County and a practical druggist and pharmacist under the State laws of New Jersey, founded the only drug store in Marlton, and is one of the best compounders of prescriptions in the whole county. The store building is a neat frame structure of two stories high, and measures 30x30 feet in extent and is located in the best business section of the town. The stock carried is valued at \$2,000 and is composed of a full line of drugs and medicines, fancy toilet articles, paints, oils, glass, hardware, patent medicines, etc. Sales are estimated at about \$10,000 per annum, the trade done covering a large section of the entire country surrounding, and demands the united aid of two skilled employees. Prescriptions are carefully compounded, and none but the very best medicines are used. Mr. Zellej is agent for Lucas' Paints.

**W. R. Lord,** Groceries, Flour and Provisions, Dry Goods, Boots and Shoes, etc., Main Street.—Eleven years ago Mr. Lord, who is a native of Camden County, founded his present enterprise and has built up a popular reputation as one of the leading traders in his branch of the industries of Marlton. The store occupied is a fine two-story brick building, 15x45 feet in extent, and is well laid out and appointed for the trade. The stock carried is composed of a full line of fine, fancy, family groceries, provisions, flour, dry goods, boots and shoes, glass and queensware, and bears a representative value of \$5,000, and sales are estimated at the rate of \$20,000 per annum, the trade extending over ten miles of a radius of the surrounding section of Burlington County. Two experienced clerks find constant employment in the filling of orders and waiting on customers. Mr. Lord is one of the most respected and popular townsmen, and takes a leading part in the interest of the village.

**W. I. Brown,** Wagon and Carriagemaker, Main Street.—It is only within the past three years that Mr. Brown opened his store here, and has in the short space of time succeeded in establishing himself as one of the leading carriage and wagon manufacturers of Burlington County, his trade now extending over fifteen miles of a radius of this section of the county. The factory and workshop are of frame structure and cover an area of 25x30 feet in extent. The stock carried is limited as the work is done chiefly to order, and large sales are made and none but the best materials are used.

**J. B. Dumphrey,** Agricultural Implements.—A new establishment and one which promises to have a great influence upon the commercial prosperity of Marlton, is the agricultural warehouse of Joseph B. Dumphrey. He is the sole agent in the vicinity for the celebrated Buckeye machines which are universally conceded to be the best and most efficient in their line. The Buckeye Wire Binder is, as its name indicates, a contrivance by which, as soon as the grain is cut by the reaping attachment and is thrown down from the elevator it is caught by two arms called packers and sized into bundles by them; then, by the tying apparatus is securely bound. The Buckeye Table Rake Reaper, another invention, is without a rival in its manner of taking up laid crops. A Buckeye Mower, unequalled for superiority of action, is also presented. Mr. Dumphrey is also agent for the Penock Road Machine and the Acme Pulverizing Harrow and Clod Crusher. The warehouse is a fine place and contains every article required in the cultivation of the soil and the gathering of the crops. Mr. Dumphrey is a native of Burlington County, and has just commenced the sale of agricultural implements and bids fair by his efficient management to largely increase the sale of the valuable inventions for which he is agent.

**John Albright, Jr.,** Harness and Saddlemaker, Main Street.—Over quarter of a century ago this gentleman established himself in his business and now enjoys a large and successful trade which has extended itself over a radius of twenty miles. Mr. Albright holds the entire trade of the town in his own hands and is one of the representative harness makers of Burlington County. The store is located on the Main Street, in the very centre of the town, is of frame structure and covers an area of thirty feet square and supplied with the best tools for the trade. Custom work is the leading specialty of Mr. Albright's business, and sales are at the rate of \$2,000 per annum.

**Marlton Mills,** William J. Tomlinson & Co.—The only mill in the immediate vicinity of Marlton, and by far the largest concern in the village, is the mill of Wm. J. Tomlinson & Co., known as the Marlton Mill. It is a fine frame building amply supplied with all facilities for manufacturing a high grade of flour. The power, which is furnished by the west branch of the Rancocas Creek, is amply utilized by two large turbine wheels having forty-horse power. Four run of burrs are employed in grinding and furnish facilities for converting 130,000 bushels of wheat into flour. The mill is kept in constant operation, day and night, and is always under the efficient management of one of the firm. The individual members of the firm are Mr. William J. Tomlinson and Mr. Barclay Snyder. Both are practical millers and thoroughly understand their business.



## VINCENTOWN.

This flourishing village is located five miles from each Mount Holly, Pemberton and Medford, and on the south branch of Rancocas Creek. It is the terminus of Vincentown Branch Railroad, and immediately in the centre of that rich agricultural land that has given Burlington so much renown. The town contains several productive industries, the most prominent of which is the digging and shipping of marl. These extensive beds are about one and a half miles distant from the centre of the town, and have a track direct to the property. This natural and valued product of middle and southern Jersey exists in immense quantities. It is a marine deposit, formed by the decomposition of crustacea in beds of sand and vegetable matter, where it has reposed for countless ages, undergoing changes which have resulted in the creation of one of the most valuable fertilizers known. When the surface is removed from a deposit of marl, the formation is found with little moisture in it. Uniform in appearance, of a dark green and slaty hue. The spade cuts it readily as a knife passes through a cheese. The lump or masses, as thrown out, cling together till they become dry, and then disintegrate and crumble, till a heap that has stood for a few weeks, and especially one that has been exposed through a winter, is as fine and mellow as an ash heap. A net ton of this substance, as excavated in the region traversed by the railroad, contains, by analysis, seventy-five pounds of potash, and seventy pounds of phosphoric acid.

The village of Vincentown contains four churches, two select schools, a bank, a public hall and two hotels. It has a very large local trade, an extensive shipping trade in grain, vegetables, fruit, butter, milk, etc. Population nearly one thousand.

**Vincentown Steam Flouring Mills,** John B. Irick, Proprietor, Mill Street.—Ten years ago, Mr. Irick founded his industry here and began the manufacture of the favorite brand known as the "Fruit of the Valley," which has won its way over a wide section of Camden, Ocean and Burlington Counties and in the city of Philadelphia where this favorite brand is largely used. The mill is a frame and brick building of three stories and has five run of stones with capacity for grinding 120,000 bushels of grain per annum, and since Mr. Irick took possession of the mills the trade has increased over twenty-five per cent. on the former orders. The machinery of the mills is of the latest and best construction and is worked by steam from an engine of forty-horse power and also by a turbine water-wheel equal to forty-horse power. The stock carried bears an estimated value of \$6,000, and is composed of the finest class of flour for family use, and sales are at the rate of \$85,000 per annum. Mr. Irick is one of the most prominent of his fellow-townsmen and is a native of Burlington County and is highly esteemed as a manufacturer and a citizen.

**First National Bank,** Main Street.—In 1864, this solid and prosperous bank was founded under the charter of the State of New Jersey, and is now in its 18th year of existence, and No. 370 in the Register of National Banks of America. The bank building is of brick, three stories high, and is well appointed as a banking-house, and fitted with burglar and fire-proof safe with time lock, etc. It is well officered, and does a regular banking business, makes collections in all the chief points of the country, and is under a regular Board of Directors, composed of the leading business men of the town and country, at the head of which is John S. Irick, Esq., as President, and Guy Bryan, Esq., is its efficient Cashier, a gentle-

man of financial executive abilities, and possessing the fullest confidence of the Board of Directors and of all connected with the institution. The capital stock of the bank is \$100,000, and the surplus \$25,000.

**Samuel Strickland,** Harnessmaker, Mill Street.—Twenty years ago, Mr. Strickland began the harnessmaking trade here and has succeeded in founding a large and successful line of custom work which has spread itself all over the surrounding country. Mr. Strickland has gained the reputation of making some of the best heavy and light harness and uses only the best materials, and all work done is guaranteed to give the fullest satisfaction and is durable. The store occupied is of brick and is two stories high, 12x25 feet in extent, and well located for the trade being central. The stock carried is limited to meet immediate demand, the chief work done being on order, and sales are at the rate of \$1,200 per annum. Mr. Strickland is a native of Burlington County and the only one of his trade in the town.

**Joseph S. Davis,** Boot and Shoemaker, Main Street.—It is now over a period of thirteen years since Mr. Davis, who is a native of Germany and emigrated to America fifteen years ago, founded his trade here, and has devoted his entire time to its development ever since. The store occupied is of frame and two stories high, 15x17 feet in extent and is fitted with all the necessary tools and appliances for the trade. The stock carried is limited to meet immediate demand and sales are at the rate of \$2,000 per annum, the trade done being chiefly custom work of heavy and light make on order. Mr. Davis has obtained a celebrity for the most reliable and best work and his hands are always full of orders.

**D. Augustus Jones**, Drugs, Medicines, Chemicals, Hardware, Cutlery, Paints, Oils, etc.—Five years ago, Mr. Jones, who is a native of Burlington County and a pharmacist, with his diploma obtained from the Philadelphia College of Pharmacy, founded the leading drug establishments of Vincentown, and has now the most extensive line of trade in this section of the country. The store occupied is of frame, two stories high, 12x35 feet in extent, and prominently located for the business. The stock carried bears a representative value of \$1,500, and is composed of a full line of choice drugs and medicines, paints, oil and glass, toilet fancy articles, hardware and cutlery. Sales are at the rate of \$1,800 per annum. Prescriptions are a specialty and none but the best drugs are compounded.

**J. E. Butterworth**, Dry Goods, Boots and Shoes, Groceries and Provisions, Ready-made Clothing and Hardware, Main Street.—Three years ago, Mr. Butterworth, who is a native of Burlington County, founded his industry here, and since his inception he has made rapid progress and gained a prominent rank in his line of industry. The store occupied is a frame

building, 30x60 feet in extent, and is located on the Main Street, opposite National Bank, and is well equipped and fitted for the trade. The stock carried is large, and composed of a fine line of dry goods and notions, groceries and provisions, boots and shoes and general merchandise. The trade done extends over a wide section of the country surrounding. Mr. Butterworth is a gentleman of the highest integrity, and a first-class judge of merchandise.

**J. H. Horner**, Furnishing Undertaker, Mill Street.—For a long period of sixteen years Mr. Horner has been established here as an undertaker and furniture manufacturer, and is the only one in his branch of the industries of Vincentown making a specialty of all classes of furniture repairing. The store and workshop is a frame building of two stories high, thirty-four feet square and well fitted and furnished with all the necessary tools for the trade. The stock carried is limited to immediate demand, and sales are at the rate of \$6,000 per annum. Every article in the undertaking line is kept and the best satisfaction is given. Mr. Horner is a native of Camden County and is one of the most esteemed of his fellow-townsmen.

## MOORESTOWN.

Few towns within a radius of ten miles of Camden can claim so many desirable inducements as a place of residence as is possessed by Moorestown. It is located in Burlington County, on the Camden and Burlington County Railroad, with two stations, called respectively East and West Moorestown, the latter about nine miles distant from Camden. Being in the midst of a rich and highly-improved country, it is the centre of considerable trade and is gradually growing in population and business. It derives its name from an early settler named Moore, who at one time owned considerable land in the vicinity. It was probably early settled, as Smith, in his history of New Jersey, published in 1765, alludes to it as one of the principal villages of the county. It was then sometimes called Chester, and the lower parts of it, Rodneytown.

When the British army were on their march from Philadelphia to Monmouth, a part of it passed through the village, and encamped on the night of June 19th, 1778, on land about three hundred yards from the site of the present Friends' meeting house. The troops plundered many of the inhabitants of the country through which they passed. The people resorted to various methods to conceal their property. The following anecdote is related of an individual who lived not far from the built-up portion of the present town: He had scarcely time to bury his goods under the ground, when the gleaming of bayonets from a distant hill warned him of the approach of the enemy. Fearing the damp appearance of the fresh earth would betray the hiding-place, he dashed a pail of water near the spot and, throwing down a quantity of corn, called his hogs, who soon trampled the fresh ground beyond the possibility of discovery. This well-timed stratagem probably saved his effects. Commodore Bruxton, the distinguished naval commander, once resided near Moorestown.

Although Moorestown is of a late-day growth, it contained in 1833 "a large Quaker meeting house, a Methodist church, school, three taverns, four or five stores, and between fifty to sixty dwellings, most of which are neat and commodious, some large and elegant." During the succeeding decade and a half, the number of dwellings in the town increased to one hundred. Moorestown is an attractive town, possessing wide, well-shaded streets, with excellent drive-ways, and lined on either side with substantial residences, the greater part of which are surrounded by lawns of unrivaled beauty. The railroad facilities has made it the home of many doing business in Philadelphia, and to these gentlemen much of the improvement is due. Five churches and two excellent schools attest to the interest its residents take in these important factors in



our well-being and happiness, and the liberality with which each are sustained is a guarantee of the appreciation of their benign influences. The *Moorestown Chronicle* is an ably-edited and well-printed weekly newspaper, and was first issued in 1879. What is probably the largest canning factory in the State is located here, and gives employment to a large number of the people. The mercantile trade is well represented by stores of a good class and embracing the various establishments of a town of this size. Population in 1870, about 1,900; in 1880, 2,300.

**A. W. Deacon**, Dealer in Groceries, Provisions, Flour, Feed and Grain, Meats, etc., Salesroom on Main Street, Warehouse, West Moorestown Station.—One of the most important of the industries of Moorestown is that of the general grocery and provision business, the leading house in the line having been established eight years ago by Mr. Deacon, a native of the county. The building occupied is of frame, two stories high, 28x30 feet, in one wing of which the meat market is located, while the other is devoted to the grocery and provision branch of the business. The stock carried is valued at \$1,500, and composed of a fine assortment of choice, fancy family groceries, provisions, flour, feed, grain and all kinds of meats. Sales being at the rate of \$30,000 per annum, a large trade being carried on in grain, which forms a leading specialty in the business.

**Moorestown "Chronicle" and Job Printing Office**, near the Railroad Depot, corner Third Street, Watkins and Lovell, Proprietors.—This able weekly journal was established in 1879 and is a thirty-two column paper of independent politics, with a large circulation, which is increasing annually. It is a good advertising medium, having a fine job office attached, where all plain and ornamental job work is done in the most artistic style at the lowest living rates. The presses of the office are worked by steam power and there is a telephone in the office. The members of the firm are J. E. Watkins, a native of Virginia, and W. J. Lovell, a native of Canada, gentlemen of thorough abilities and highly esteemed as citizens and journalists.

**C. F. Brock**, Foundry and Machine Shop, Second Street.—In 1851 Mr. Brock succeeded to the proprietorship of this establishment, it being four years after the death of his father. The foundry and machine shop are all under one roof, which is a frame building of 30x90 feet in extent and fitted with the best and latest machinery, the whole being operated by a steam engine of fifteen-horse power. All plow castings and agricultural work is done in the foundry and a liberal trade is derived from a circuit of ten miles. Mr. Brock is a native of Burlington County and is fast falling into the footsteps of his deceased father. He is a thorough machinist and a gentleman widely known.

**Eisele & Brother**, Plain and Fancy Bread and Cake Bakery, Main Street.—The bakery business now carried on by these gentlemen was established by its former founder thirty-three years ago, and he was succeeded by Messrs. Eisele & Brother. Three years ago they took control of the bakery and have devoted all their energies to maintaining the old reliable standard established. The building is of frame, 25x40 feet in extent and well located. Bread of every kind, cakes and pies are made, and the trade established is estimated at the rate of \$500 per month. The members of the firm are George and John Eisele, both gentlemen being natives of Burlington County, and are the chief bakers of Moorestown.

**H. W. Doughten**, East Moorestown Seed and Implement Warehouse and Coal Depot, close to Railroad Depot.—Mr. Doughten has been all his life in trade with his father, who is one of the oldest merchants of Moorestown, and two years ago he founded this branch of his industry. He is a native of Burlington County, and a thorough business man and one of the best known to the agricultural and farming community. The building occupied is one of the most extensive of its class and is a large four-story frame structure, 36x70 feet in extent, and is located on the railroad track. It has every facility for the receiving and transportation of goods. The stock carried is one of the fullest and most comprehensive in the entire county, the specialties including farming implements of all kinds, seeds, phosphates, etc. Fertilizers are specially made in Long Island for the house and a fine line of agricultural implements are made in New Jersey, also truck baskets, which are a specialty in the trade. The Darnell Patent Furrower is manufactured solely by Mr. Doughten, and is an implement that is fast becoming favorably known in every State in the Union.

**John F. Schooley**, Harnessmaker, Main Street.—After an experience of forty years in Moorestown, Mr. Schooley founded his present industry of harness maker seven years ago, and from honest value and good workmanship given in all his harness, he has built up a liberal line of custom trade, covering a section of ten miles of the country. The store is fitted up with the best tools and appliances for the trade and is 16x18 feet in extent, and well located on the Main Street. The stock carried is a light one as the best part of the work made is to custom order and sales are at the rate of \$6,000 per annum.

**J. Leworthy**, Boots and Shoes, Main Street.—Nineteen years ago Mr. Leworthy, a native of England and resident in America for a period of thirty years, founded his present industry here in 1863. The building is a frame edifice of two stories, 12x25 feet in extent, and is well fitted and appointed for the trade. The stock carried is estimated at \$3,000 and is composed of a fine line of ladies', gentlemen's and children's boots and shoes of heavy and light work and of the best quality of goods. Sales are at the rate of \$5,000 per annum, the trade done having a wide range of the surrounding country, besides a liberal local connection.

**Washington Hotel**, L. A. Stroud, Proprietor.—This old landmark and popularly-known hotel two years ago came under the proprietorship of Mr. Stroud, who is a native of Chester County, Pa., and by his genial and popular manner has built up an enviable repute for the house. It is well located on the Main Street and near the R. C. Church, and is a frame edifice of two stories high. It has fifteen rooms and is a comfortably furnished house and has a good line of farming trade. Its rates are moderate and has a good bar and pool-room attached. Good livery in the rear is established in connection.

**Thomas Makin**, Stoves, Ranges, Tinware, etc., Roofing a Specialty, Main Street.—Mr. Makin, a practical tin and sheet iron worker, has gained a solid footing and a large increasing connection in Moorestown and the surrounding country. His store is one of the neatest and most business-like establishments devoted to his industry and Mr. Makin is one of the most prominent representatives in the trade. The stock carried comprises a fine assortment of stoves, heaters, ranges and full line of oil-stoves and tin and sheet-iron ware, and special attention is given to roofing and spouting.

**E. B. Brown & Bro.**, Groceries, Dry Goods, Boots and Shoes, etc., Main Street.—Messrs. E. B. Brown & Bro. are among the oldest representative merchants of Moorestown, having founded their present industry over twenty-two years ago and have maintained a prominent rank as citizens and business men. The store building occupied is of brick, three stories high, 28x60 feet, and well located for the business on the Main Street. The stock, valued at \$6,500, comprises a choice assortment of dry goods, notions,

boots and shoes, groceries and provisions and a general line of merchandise. Four experienced clerks are regularly employed in making up orders and attending to customers. The individual members of the firm are E. B. & C. M. Brown, gentlemen of the highest social and commercial position among their fellow-townsmen.

**Lewis Lacroix**, Wheelwright and Blacksmith, Main Street.—Mr. Lacroix is a French-Canadian and four years ago he leased the old stand of David Heatons and established his trade here. Mr. Lacroix is a thorough, practical wheelwright and blacksmith in all their branches and makes a superior class of work for which he has obtained a celebrity among the farming community. Light carriage and heavy wagon work is made a specialty and particular attention is paid to the shoeing of driving horses. The buildings occupied are the blacksmith shop, which is of brick, 24x60 feet, and the wood house, a frame structure, 22x40 feet in extent, and both are suitably fitted up and filled with all the best tools and appliances for the trade, which is estimated at \$1,200 per annum.

## BEVERLY.

The banks of the Delaware River from Philadelphia to Trenton, are lined with attractively-built towns, and suburban villas, and of these none are more delightfully situated than the city of Beverly, which is located in Burlington County, sixteen miles distant from Philadelphia and seventy-seven from New York. It is situated at a high elevation above the river, and enjoys entire freedom from malarious influences incident to low and marshy land. It is on the Camden and Amboy branch of the United Railroads of New Jersey, leased by the Pennsylvania Railroad, having daily communication by both steamboat and railroad with all points on the river, from Philadelphia and Camden up to Trenton. It has broad and shady streets, several churches and schools and has the reputation of being an unexceptionally well-governed and orderly town.

Beverly has been built since 1848, and already rivals some of its older neighbors in population and importance. It was incorporated as a city in 1857, and during the war was the location of one of the recruiting camps of the New Jersey troops. The town has very much improved during the past decade, and there are now many substantial and handsome residences, principally occupied by business men of Philadelphia. The river at this point has many charms, and boating, bathing and fishing affords much pleasure to those delighting in these pastimes. An extensive cordage works and hosiery manufactory are located here. There are two newspapers, *The Weekly Visitor*, established in 1869, and the *Banner*, first issued in 1878. Population, 1870, 1,418; 1880, 1,759.

**L. Q. C. Elmer**, Harnessmaker, Warren Street, below Cooper.—Mr. Elmer has been a resident of this place some twenty-four years, and about five years ago commenced this business. He is a practical harnessmaker, and at one time was in business at Mount Holly, this county. At his establishment on Warren Street, he manufactures harness and collars, and also does repairing of harness, trunks and valises at the shortest notice and, in fact, does everything pertaining to the business. Mr. Elmer is a native of the State, is about fifty-three years old, and considered a good workman. He owns his residence and other property, is doing a very comfortable business and is highly spoken of by all who know him.

**Jacob Hauffer**, Bakery, etc., Cooper Street.—Mr. Hauffer came to Beverly some eight years ago and commenced the present business. For five years he managed in the same line of business in Philadelphia. He is a very industrious German, about forty-five years of age, and has been in this country some thirty years. Since going into business here he has been very successful and possesses a very good trade, his being the oldest bakery in town. He is favorably located on one of the chief streets of the town, and is the owner of the property he occupies, with large yard, stables, and other out-houses attached. He has a very good, steady family trade, is popular, a good business man and a first-class baker.



**G. M. Inman**, Real Estate Agency, etc., Cooper Street.—Mr. Inman has been in the present business some fifteen years, and formerly kept a general store. The real estate business in this city has been rather dull in past years, and little was done in that line, owners generally holding their lands at higher figures than purchasers were willing to give. Of late, however, real estate has been beginning to look up somewhat, and the outlook is somewhat more hopeful. In addition to dealing in real estate, renting houses and collecting Mr. Inman is also agent for the steamship line, selling passage tickets to and from Europe. He does a desirable business, owns the property where his office is located, as well as a very comfortable and commodious residence across the way, and stands very highly in the community. He is a native of the State of New Jersey, and is about sixty years of age, and looks younger, bearing his age very well, indeed. He is very attentive to his business, conscientious and careful, and business cannot be intrusted into safer hands than his. He is also agent for the York Farmers' Insurance Company, of York, Penna., and does a considerable business.

**P. W. Stone**, Dry Goods and Notions, No. 300 Cooper Street.—Mr. Stone commenced business some years ago, previous to which time he had been engaged as clerk. His store is well located for the business, being in the business centre. Carries a fair stock of dry goods and notions and does his share of business. He resides over the store and gives his undivided attention to the business. Mr. Stone is a native of Bucks County, Pennsylvania, and has been in this State some nine years. He served in the army during the war, and was honorably mustered out at its close. He is industrious and attentive and well spoken of, and deserving success.

**R. P. Hains**, News and Stationery, Warren Street, above Cooper.—This gentleman has been in business in Beverly about six years, but has resided here some thirty years. He carries a fair stock of stationery, the principal newspapers and the current literature of the day. No person is better known or

more popular, and his business is steadily increasing. Mr. Hains is a native of Philadelphia, Pa., where he was born sixty-five years ago. He resides on Cooper Street, in convenient nearness to his store and owns his home and is of a pleasant disposition, a good business man, attentive, and well calculated to build up a good business.

**Perkins & Sherman**, Proprietors *Beverly Banner*, Cooper Street, below Warren.—The *Banner* has been in existence since August, 1878, as a continuation of the *Beverly Visitor*, in 1869, the present proprietors taking charge some two years since. Mr. Perkins is a native of the place, a young man of twenty-eight. Mr. Sherman was also born and raised in the county, is twenty-six years of age. Both of these gentlemen are practical printers and are active and energetic business men. In addition to publishing the paper they do job printing, publish books and magazines, etc. Their presses are run by steam-power and the firm has one of the best fitted-up printing offices in the county. Their paper has a circulation of 1,250 and is steadily increasing. The advertising columns of the paper are well filled with paying advertisements and the paper is in a flourishing condition. Mr. Perkins owns the residence and property adjoining their office, is personally very popular and highly regarded, and has just been elected City Treasurer. Both partners give close attention to business and cannot fail of success.

**Joseph H. Toms**, Coal and Wood, Cooper Street, opposite Railroad Depot.—Mr. Toms commenced this business about a year and a half ago, being formerly in the painting business, and has resided here nearly all his life. He is a native of the State; age, about forty-three to forty-five, and is a pleasant business man. He is also one of the Freeholders from Beverly City, for the County of Burlington. His yard is located by the side of the Pennsylvania Railroad, Camden and Amboy Division, and here may be found at all times a good stock of anthracite coal and wood.

## RIVERSIDE.

**Oscar Tietze**, Apothecary, Lafayette Avenue.—Mr. Tietze came here about ten years ago and started in business. He is one of those careful, painstaking men, who always give their entire attention to anything they may be called upon to do, and always do it well. Mr. Tietze was formerly in business elsewhere, is a German by birth and learned his profession in the old country. Is fifty-six years of age and has been in this country since 1849. His location is a good one, fronting the railroad depot and the property is his own. Mr. Tietze takes great delight in

keeping his place neat and attractive, both inside and out, and he has arranged seats in front of his store under trailing vines, where customers may sit in summer time while waiting to have their prescriptions compounded. It appears to be the habit of most of the physicians in this part of the country to compound their own prescriptions, a habit which has cut off a good deal of Mr. Tietze's trade; also, the close proximity of Philadelphia does much to confine his trade to the town and surrounding country. He is widely known and generally esteemed.

## CITY OF BURLINGTON.

THE LARGEST AND MOST POPULOUS CITY IN BURLINGTON COUNTY, AND THE CENTRE OF  
A LARGE MANUFACTURING AND MERCANTILE TRADE—A PLEASANT  
LOCATION ON THE BANKS OF THE DELAWARE.

The city of Burlington is attractively located on the banks of the Delaware River, nineteen miles from Philadelphia, and seventy-four from New York. It is a port of entry, and a centre of considerable business. The river at this point is about one mile wide, and the view to the north and south is deemed one of the most delightful between Philadelphia and Trenton.

The first white settlement was made in Burlington in 1677. In that year the ship "Kent" arrived at New Castle with two hundred and thirty passengers, mostly Friends of good estate. Not being well accommodated in that locality, they proceeded on up the river to Chygoe's Island (now Burlington), so called after an Indian sachem of the Mandas tribe, who lived here. The town plot was purchased from the Indians and named New Beverly. During the following year the ship "Shield," from Hull, visited the settlement with colonists, and it is recorded that when this vessel was passing the high land on which Philadelphia was afterwards built, some of the passengers were led to exclaim, "What a fine place for a town!" The settlement progressed rapidly—as many as three hundred and sixty colonists arriving here in one year from England. A considerable trade was carried on by means of sloops, and when Philadelphia was colonized, the settlers at Burlington and vicinity were ready to sell the colonists supplies. During the Revolutionary war it was, for a time, occupied by the British and Hessians as an outpost—Count Donop, the commander-in-chief of the Hessians, having his headquarters at Mount Holly, about seven miles distant, during part of 1776 and 1777.

On the landing of the settlers in 1677, they laid out the town, and in 1693 it was incorporated by the proprietary government. It retained its original name of New Beverly for some years, but this was changed to Bridlington, and eventually to Burlington. After the consolidation of the two provinces into the one province of New Jersey, Burlington was long one of the capitals, Amboy or Perth Amboy being the other. Over a century and a half ago (1716), and for many subsequent years, Burlington was the only post-office for New Jersey mails at the western end of the State, the eastern stage line depot connecting with Burlington and post-office being Perth Amboy. In many other respects, the present city of Burlington was the scene of numerous important events in the history of the State and country.

It was incorporated as a city in 1784, and was one of the first in the State. The growth in population was slow, until within the past two decades, when numerous industries have located at this point. It is beautifully laid out, with wide, straight streets, well shaded and lighted with gas. The houses are generally built of brick, and many of them are handsome structures. Particularly can this be said of those on the Delaware front, where ornamental grounds and an extended river view makes them very attractive.

The city is well supplied with the purest water, elevated by means of hydraulic machinery. The average daily consumption is 90,000 gallons, and during the general and unparalleled drought of 1880, the water department meter tallied 360,000 gallons daily, for weeks, and even that quantity is less than one-half the capacity of the works. In point of health, "Burlington," says a high medical authority of more than twenty-five years active experience, "compares favorably with any place in the State. To the ample supply of wholesome water, we are largely indebted for the entire freedom from typhoid or enteric fevers, and from dysentery and kindred affections of the bowels. Never have I seen a single case of typhoid fever or dysentery that was not traceable to the use of other water than that distributed to our citizens for family use. Calcareous deposits in the kidneys, bladder, or gall bladder, are of rare occurrence, the immunity from these painful and dangerous maladies, is also ascribable to the purity of our drinking water. We are also remarkably free from malignant epidemic diseases, such as diphtheria and scarlatina."

The religious and educational facilities of Burlington are unexceptional, and known throughout the country. The two branches of the Society of Friends, Orthodox and Hicksite, have each a meeting-house. These Friends date their organization in Burlington from 1682, and the building at that time constructed,



served for the use of the Orthodox until 1876, when the present neat building was erected. The Hicksites built their house in 1840. The St. Mary's Protestant Episcopal Church was erected in 1703, and is the oldest church edifice in the State. The St. Barnabas Protestant Episcopal (Free) Church, was at first, a mission of the mother church, St. Mary, and received its name from the laying of the corner-stone on St. Barnabas' day, June 11th, 1858. The Presbyterians were organized in 1838, and built their first church in 1837, which was subsequently used for school purposes. The second church was built shortly afterward. The Baptists had a small church in Burlington in 1690, but it was not until 1830, when a large church was erected, that they manifested any strength. In 1871 the present edifice was remodeled and finished. The Methodists have two churches, the Broad St. Church, founded in 1790, and the Union St. Church, founded in 1852. St. Paul's Roman Catholic Church, dates its organization with 1849, and the present edifice was erected in 1856. The African Methodist Episcopal Bethel Church, was founded in 1830, and built the present edifice in 1836. The African Mount Zion Wesley Church was organized in 1862. Ebenezer Methodist Episcopal Church, dates its start with 1879, and the Second Baptist (colored) Church, was founded in 1863.

The public schools of Burlington have always been maintained in a manner creditable to all connected with them. The present public school system, so ably and thoroughly conducted, was organized in 1846, and at present, five commodious, substantial and well-appointed public school institutions are

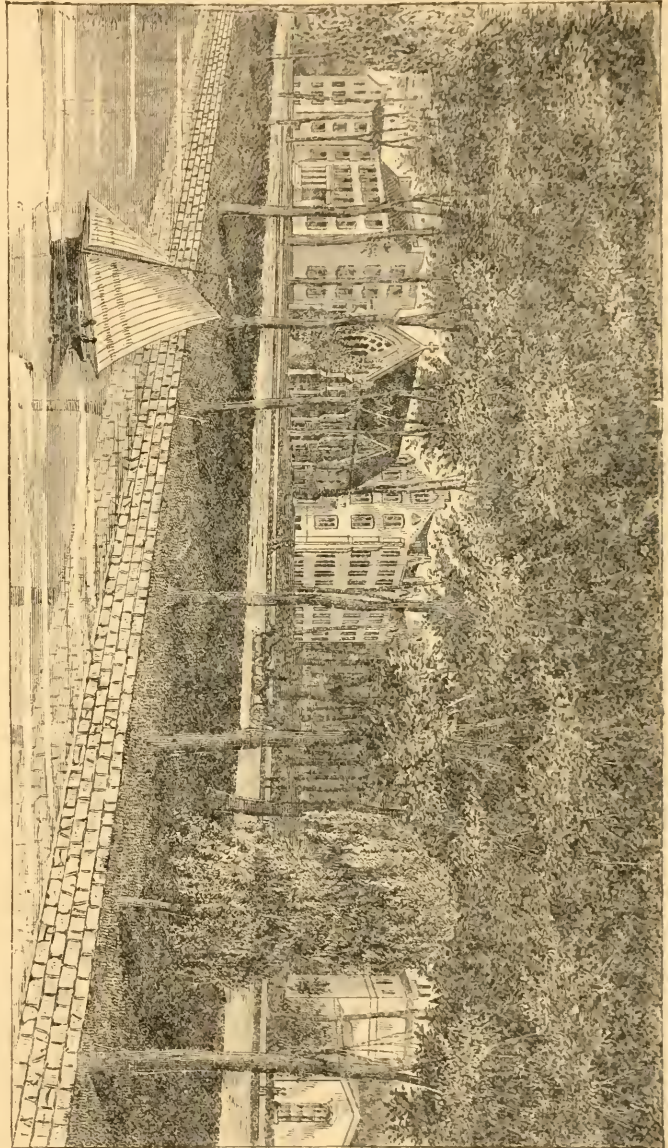
proofs of the executive abilities of the past and present trustees. The private schools of the city are known for their excellence throughout this section of the country, and to them Burlington owes no little prominence. These schools are known as St. Mary's Hall, described fully in another portion of this work, Burlington Military College and the Van Rensselaer Seminary.

The Mechanics' National Bank and the Burlington Savings Institution, provide ample financial facilities for business men and capitalists, while the "City of Burlington" and "Farmers' and Mechanics'" Build-

REV. J. L. MCKIM, M.A., RECTOR.

ST. MARY'S HALL.

BURLINGTON, N. J.



ing and Loan Associations, have materially aided the building of the city, by the judicious loaning of money to their stockholders. The city has an efficient fire department, consisting of the Endeavor Engine Company, No. 1, founded in 1795; Babcock Chemical; the Young America Hook and Ladder Company, founded in 1836; Hope Steam (Amoskeag) Engine Company, founded in 1850; and Mitchell Steam (La France) Engine Company, instituted in 1874.

There are two weekly newspapers published, the oldest being the *Gazette*, which was first issued in 1835. The present editor and proprietor is Mr. James O. Glasgow. The *Enterprise* was established in 1868, and is conducted by Messrs. S. S. Murphy, publisher, and William J. Bruce, editor. The city has a magnificent opera house, public library, and numerous beneficial organizations.

The Camden and Amboy Railroad, now owned by the Pennsylvania Railroad Company, passes through the city, and a branch to Mount Holly has its terminus here. Several steamboats make daily landings. Besides having a very large local and inland trade, Burlington is the shipping point of immense quantities of garden and dairy products from the rich farms of the county to the markets of Philadelphia. There are a number of manufacturing industries located within the city limits.

Bordering on the Delaware, one of the loveliest rivers in this country, the distinguishing facilities of Burlington, either for the manufacturer or for a home, are unrivaled. For the former, the depth of water at the wharves is sufficient for vessels of large tonnage. Opposite to the Delaware and Lehigh Canal, and connected with that thriving borough, Bristol, Pa. (and through which the canal passes), by a steam ferry, within easy travel, and accessible nearly every hour to the great marts New York and Philadelphia, to the former, per the Pennsylvania Railroad; and to the latter, either by splendid river steamers or by rail; both routes unexceptionally managed, low taxes, moderate rents and desirable sites at reasonable figures, and local attractions heretofore mentioned, are features appreciated as shown by the various manufacturers, and well worthy the close investigation of those prospecting for industrial purposes. For a home, in addition to the important institutions spoken of, a lyceum, a reading-room, with the leading journals and serials of the day, and an opera house, having a seating capacity for 1,200; fine acoustic properties, and well appointed; and society, the very best, are further sources of mental culture and intellectual enjoyment. Succeeding the charming summer athletic and healthful exercises, yachting, rowing and bathing, the Delaware, ice-bound, and varying in width from one-half to a full mile, and some thirty-six miles in length (the distance between Camden and Trenton) is changed into a magnificent expanse for the graceful evolutions of fair and manly skaters, and fleet-sailing ice-clippers; and offering also, an unlimited supply of (that great luxury—aye—almost imperative necessity) crystal ice of unquestioned purity, and of which 300,000 tons at least, were packed by the ice dealers last winter for the ensuing season's consumption. Population, 1870, 5,817; 1880, 7,237, and at the present time estimated at over 8,000.

**The Burlington Military College, River Front.**—Burlington College was founded by the late Bishop Doane, July 4th, 1846. In April, 1879, nearly thirty-three years after the founding of the college, its buildings and grounds were occupied by the students of St. John's Academy, Haddonfield, N. J., and it is at present under the exclusive control of the church clergymen, and known under the name of the Burlington Military College. It is beautifully located in the suburbs of Burlington, overlooking the Delaware River, and the buildings are well adapted for school purposes. Between the buildings and the river is an extensive, well-shaded lawn, affording ample room for camps and military drill, base ball and cricket, while the river gives abundant opportunity for boating. The course of instruction embraces all studies usually taught at a college, and the present management appears to be very successful. The institution has always been self-sustaining, and is in a very flourishing condition. The location is healthy as well as beautiful, and the sanitary arrangements of the institution are first-class in every respect. The list of instructors is as follows: Rev. Edward M. Reilly, Rector, English Literature, Latin and Greek; Rev. Edward W. Neil, Associate Rector, Modern Languages; Rev. Peter C. Creveling, Mathematics and Natural Sciences; Rev. George H. Norton, Tactics; Rev. John Robinson, English Branches; Mr. Charles E. Cloud, Mathematics and Natural Sciences; Miss Annie S. Otis,

Matron. The reputation of the college is so well established, and so favorably known throughout the United States, that it is unnecessary to say anything further on that score. It is the intention of the present management to always, in the future, maintain for the institution the high position it has always held in the past.

**Laumaster & Wright, Lumber, Shingles and Building Material,** on the Delaware, Second Wharf above High Street.—This firm is composed of Henry Laumaster and Noah E. Wright, and has been established in business twenty-eight years. It is the oldest lumber firm in the town, and carries a large stock of lumber, building material and shingles, at all times, and do a large business. Their yard, located on the Delaware, covers considerable ground and is owned by them. Each of the partners also owns his residence. Mr. Laumaster is a native of York County, Pa., age, about sixty-nine, while Mr. Wright is a native of New Jersey, and sixty-four years of age. Mr. Laumaster is senior deacon of the Baptist Church, and Mr. Wright is trustee of the same church. Both gentlemen stand very high, are excellent business men, popular, and do a constantly increasing business, extending over the surrounding country. Mr. Wright is also one of the managers of the Burlington Savings Institution, one of the most successful organizations for the thrifty class.



**T. & C. Daniels**, General Store, No. 27 High Street.—The excellent establishment of T. & C. Daniels has been in existence fourteen years, although the business itself had been started many years previously and had passed through several hands when it came into possession of T. & C. Daniels by purchase. The stock, which is a very large one, consists of general merchandise, embracing every line of goods, and everything can be found there. The store-room occupies a space of 27x100 feet and the property is owned by the firm. The house also deals in sewing machines, and their trade is a large one, extending over the surrounding country. The partners are brothers, came here from New York fourteen years ago, and have been very successful, their trade constantly increasing. Mr. T. Daniels is forty-five years of age, and Mr. C. Daniels forty-one, and both are pleasant gentlemen, attentive to their business and stand high in the community. They are ably assisted in the business by several members of their families, as well as by an efficient clerk, and both partners give their entire attention to the business.

**J. H. Birch**, Carriage Manufacturer, Library Street, near Broad.—Mr. Birch commenced business here in a small way nineteen years ago. His capital at the time was small, but by hard work, close attention to business and natural ability, succeeded in building up a very large and prosperous business. He now gives constant employment to forty hands all the year round and turns out about thirty-five buggies and carriages per week, and occasionally as high as forty. He makes a specialty of light carriages, and finds a ready sale for them, his trade extending all over the country. He owns the extensive factory he occupies, a substantial three-story brick building, together with a fine residence close by. He also owns Birch's Opera House, built by him a few years ago, and located on Broad Street, near High. All of his property is in a very desirable location and very valuable. Mr. Birch is an excellent business man, very industrious and giving his whole attention to his business early and late. His competitors consider his success phenomenal. He is very highly spoken of by everybody, and one of the substantial men of the town.

**L. Brewin**, Auctioneer and Dealer in Furniture, Carpets, House Furnishing Goods of Every Description, No. 22 High Street.—About four years ago the old established firm of Hillier & Brewin dissolved, each partner continuing alone. While Hillier retained the old stand, Mr. Brewin built the store now occupied by him, covering 30x100 feet. The building is a neat two-story brick, and both floors are devoted to the business and each are crowded with goods. The stock will average \$8,000 to \$10,000, and Mr. Brewin does an annual business of from \$25,000 to \$30,000. Mr. Brewin is the owner of the building and ground, as well as of a pleasant residence adjoining the store building. He is a native of Pemberton, N. J., is forty years of age and has resided here many years. He is also an auctioneer, and does quite a business in that line, being well known, popular and an energetic business man. His business is constantly increasing, last year's sales being about thirty-three per cent. in advance of the business of the preceding year. His stock of furniture and carpets is large and attractive, and his stock of house furnishing goods embraces everything looked for in that department.

**Wm. M. Jeffries**, Sewing Machines, Locksmithing, etc., No. 32 East Broad Street.—Mr. Jeffries commenced this business last fall, but has been a resident of this city some seventeen years. At one time he was in the photograph business, but abandoned that. There is no man better known in Burlington than Mr. Jeffries, he being Chief of the Fire Department of the city, a position which he has filled with credit to himself and to the city, for a number of years. He is very favorably regarded, is a native of Philadelphia, forty-eight years of age, and an industrious, attentive business man. He deals in sewing machines, does chiefly, repairing of all kinds, as well as locksmithing. Being a first-class mechanic, he cannot fail to give entire satisfaction to all who patronize him. Although established but a short time, it is believed safe to predict that he can succeed, if any one can, in that line of business.

**E. J. Hancock**, Tin and Sheet-iron Worker, Dealer in Stoves, Heaters, Ranges, etc., No. 34 High Street.—Some three years ago Mr. Hancock purchased his business from the estate of Hamilton McDowell, and he has carried on the business successfully since. He carries a nice stock of stoves, ranges, tinware, etc., and has quite a trade in that line. He is a practical tin and sheet-iron worker, and considered a first-class mechanic. He also does tin roofing, spouting, etc., and makes repairs of every description in the line of his business. Mr. Hancock is a young man of thirty-two, active and pushing, and this is his first venture in business on his own account, and appearances indicate success. He is a native of the city, and has resided here all his life, is well known and popular.

**H. S. Prickett**, Insurance and Real Estate Broker, 80 Main Street.—In no department of business should there be exercised greater care than in that of insurance, and this is as applicable to the person desiring to be insured. He should scrutinize well any company that presents its claims for patronage, and in majority of cases, if not all, his security lies in placing the policies with companies that have a wide reputation and large capital. Appreciating the importance of this fact, led Mr. H. S. Prickett, of Burlington, to establish his insurance agency, which has certainly given the citizens of this county a most remarkable combination of first-class organizations. Those that have stood the test of years of business throughout the country, and are now under the control of gentlemen of undoubted integrity and honor in Mr. Prickett's list of life insurance companies, is the Mutual Life, of New York, with capital and assets of over \$90,000,000; and the Prudential, of Newark, N. J., with \$100,000. Of the fire insurance companies, the principal ones under his agency are the Commercial Union, of London, England, with capital and assets of \$8,965,370; Aetna, of Hartford, with \$7,000,000; Lancashire, of Manchester, England, with \$4,853,837.09; Union, of Philadelphia, with \$704,222.70; and Manhattan, of New York, with \$729,428.98. Mr. Prickett is also largely engaged in the general real estate business, and makes a specialty of buying, selling and exchanging properties as well as collection of rents and conveyancing. This gentleman is a native of Burlington County and a young man of about twenty-five years. He is well known as an active and enterprising business gentleman, commanding the respect and esteem of all with whom he is brought in contact.

**Rowland J. Dutton.** General Store, 79 High Street, adjoining Friends' Meeting House.—This is probably the oldest business house in existence at the present time in Burlington. The business was originally started about the year 1800 by Smith & Jones, who were succeeded by Burr & Jones, and upon the dissolution of that firm Rowland Jones continued the business alone. He afterwards took into partnership his nephew, John Dutton, and at his death, after again continuing alone for some time, about the year 1828 took into partnership another nephew, Thomas Dutton, and the style of firm became Jones & Dutton. This firm became very favorably known for its strict integrity and fair dealing throughout the surrounding country. About the year 1847, Rowland Jones withdrew from active business and Thomas Dutton continued alone until his death in 1849, when the stock and fixtures were sold to a former clerk of Thomas Dutton, William Page, and Elton Thomas, son of Robert Thomas, an old merchant. The style of the firm now became Page & Thomas, and so continued until the death of the latter in 1859, when the business was turned over to Rowland J. Dutton and Howard A. Mickle, under the firm name of Dutton & Mickle and continued as such until 1863, when Mickle withdrew and Rowland J. Dutton became sole proprietor. He has continued as such ever since. Mr. Rowland J. Dutton is a native of the place and is about forty years old, stands very high in the community, both as an experienced, energetic and reliable business man, as well as on account of his occupying high social position. He is also a director in the Burlington Savings Institution, one of the soundest concerns in the State. The business of the house is carried on at the old stand, 79 High Street, where they occupy store-rooms and premises on a lot, 35x260 feet, filled with a well-selected general stock, and everything may be found here, as the saying is, "from a needle to an anchor." The house does a good business, which is constantly increasing, and embraces the surrounding country. In former years the house was celebrated for the delicious hams and herrings cured on the premises and it still continues to cure herrings to supply the demand of their regular trade, under the brand of XLNT. Mr. Dutton occupies a residence adjoining his store property, thus making a frontage of 70 feet on High Street, the chief business centre, by 260 feet deep, being a very valuable property and most eligibly located for the business.

**Burlington Savings Institution, 71 High Street.**—The charter under which this Institution went into operation was conceived by Ira B. Underhill, its first President, and other gentlemen of Burlington. Mr. William Bishop, the present President, succeeded Mr. Underhill. The Institution was incorporated in 1877, and went into operation at that time. It is open on Saturdays only, from three to five o'clock, for the reception of deposits. The business is conducted by a Board of nine managers, as follows: William Bishop, President; Franklin Woolman, Vice-President; John Mitchell, Charles S. Gaunt, Noah E. Wright, Dr. J. Howard Pugh, Rowland J. Dutton, Francis W. Milnor, Charles S. Taylor. Richard F. Mott is Secretary and Treasurer. By the terms of the charter, none of the officers or managers can borrow or use any of the funds of the Institution, nor participate in any of the profits of the business, which all go to the depositors. Only the President and Secretary receive any salary, and that is merely

nominal. According to the last report, on file with the Secretary of State, the Institution had a larger percentage of surplus than any other in the State. At this time the Institution has some two hundred thousand dollars invested in bonds, mortgages, and State and County securities of unexceptionable character. As may readily be supposed, an institution of this kind, managed almost without any expense, entirely for the benefit of its depositors, is a very rare thing among financial institutions. However, the men who conceived this idea, and carried it into almost unparalleled successful operation, had only the welfare of the people at heart, and desired to see the working classes of Burlington and vicinity gain such financial prosperity as could only be brought within their reach by just such means as the deposit of what they could spare from their weekly earnings, until it reached such a sum as would warrant the purchase of a lot, or the building of a house. The names of the managers are a powerful guarantee of the safety of their investments. They are among the most substantial men of the township, and their characters are unimpeachable. They have built up unto themselves a lasting monument, to which every citizen of Burlington points with pride.

**Kirby Brothers,** Manufacturers of Canned Goods, Pickles, etc., corner High and Belmont Streets.—This firm has been in existence about twelve years, and has built up an immense business. Their establishment is the largest of the kind in the city of Burlington, and they employ during the canning season from one hundred and fifty to two hundred hands, and seventy to eighty at all times. The firm can vegetables, tomatoes, corn, peas, and also some fruits, and the number of cans turned out per annum is about eight hundred thousand. They also largely manufacture pickles and catsup. Their factory and grounds have a frontage of 200 feet by a depth of 300 feet, and is owned by the firm. The parties are well regarded and stand high in the esteem of the citizens. The business of the firm, although large, is yet steadily increasing, owing chiefly to the industry and attention of the partners to their business.

**Rogers & Woodington,** Manufacturers of Children's Fine Shoes, No. 10 East Broad Street.—The business of this firm was established about three years ago, and is believed to have been successful from the beginning. They are now doing quite a business, and have about all the orders they can fill. They employ about twenty-eight men and about thirty girls and women, making a total of about fifty employees. They confine themselves exclusively to the manufacture of children's fine shoes, and dispose of same chiefly in the Philadelphia market. Both are natives of the State of New Jersey, and young men of business ability and push, and favorably regarded. The business is steadily increasing, and both partners devote their undivided attention to the same, thus assuring success.

**Phillips' Gallery,** No. 36 East Broad Street.—This gentleman has been in business in Philadelphia about eleven years, and in this city about three months. He is a very pleasant gentleman of thirty-two, born in Philadelphia, and is very attentive to his business and understands the same thoroughly. In addition to taking photographs, he enlarges pictures from cards, makes ivorytypes, and in fact, does everything connected with the business of photographing.



**Herbert S. Wells**, Dry Goods, Millinery, Hosiery, etc., etc., No. 68 High Street.—When the successful houses of Burlington are counted, Mr. Herbert S. Wells must not be forgotten. He established himself in business here some eight years ago this spring, commencing with comparatively small capital, but by energy and perseverance, close attention to business and natural ability, has succeeded in building up one of the best trades in town. He occupies one of the largest store rooms in the city, covering two floors of 26x70 feet. This is filled at all times with a valuable and seasonable stock, arranged in the most attractive manner, and worth many thousand dollars. The property, also occupied as residence, is his own, and a valuable one, the building being a substantial three and one-half-story brick, finished in the best manner and located in the heart of the business centre. Mr. Wells is a young man of thirty-one years of age, a native of Newton, Massachusetts, and a first-class business man. He is very popular and highly spoken of, and his business, large as it is, and extending over the city and surrounding country, is yet constantly growing.

**Mechanics' National Bank**, West Broad Street, opposite Railroad Depot.—This is an old financial institution and has always stood well. It was chartered originally in 1835 and started in business in 1839. In 1865 the bank obtained its charter as a National Bank and has continued business as such ever since. The capital stock is \$100,000 at \$50 par value per share. The latest balance-sheet of the bank shows undivided profits of \$36,000, of which \$25,000 is reported as surplus. The deposits average about \$250,000 and have been upwards of \$300,000 for some time past. The bank is in a very flourishing condition and has an exceptionally able and successful management. The latest sale of stock realized \$80 per share and there is no stock in the market, and it is only occasionally, on the death of some stockholder, that any is offered for sale. J. Howard Pugh is President and Nathan Haines, Secretary. Both gentlemen stand very high, and no doubt, their efforts and ability have contributed largely to the prosperity of the bank.

**J. T. Severns & Sons**, Carpenters and Builders, Manufacturers of Doors, Windows, Blinds, Shutters, Frames and Carriage Bodies, West Delaware Street.—This firm is composed of J. T. Severns, the father, and J. P. Severns and A. L. Severns, his two sons. The business was commenced in 1862 by J. L. Severns, and in 1872 J. P. Severns was admitted as a partner, and about a year ago, A. L. Severns was taken into partnership. The business has been a prosperous one, and is very extensive, giving employment to about thirty hands, and is constantly increasing. They have more orders than they can fill, and at present, occupy a very large factory, having a frontage of one hundred and fifty feet on Delaware Street, and is three stories high. They manufacture all kinds of doors, windows, blinds, shutters, frames, balusters, mouldings, hand-rails, scrolls and brackets; also manufacture carriage bodies, and are doing quite a business in that line. The factory is owned by the firm, and J. T. Severns owns also his residence, No. 77 Union Street, and J. P. Severns owns his home, No. 40 Lawrence Street. All the members of the firm give their undivided attention to the business and thoroughly understand every branch of it.

**Wm. H. Birkmire**, Manufacturer of Canned Goods, etc., Federal, near High Street.—Mr. Birkmire has been in business here a number of years as manufacturer of tin cans, and was the first to supply the manufacturers of canned goods in this county with cans, and a few years ago went into the canning business. He owns three properties in Beverly, and does quite a business, employing as many as one hundred and fifty hands during the canning season, and a number of hands all the year round in the manufacture of tin cans. He is also in business in Beverly, New Jersey, where he runs a store for the sale of stoves, tin and hollowware. He resides in Beverly, and owns his residence property there. His age is about forty-four, and his business here is constantly increasing.

**Burlington Stove and Heater Co.**, corner Tatham and Union Streets, Manufacturers of "Economist Heater." Fine Castings made to order.—This corporation succeeded the Carbon Stove Co. in 1868, and until two years ago did business under the charter of the old company. On April 4th, 1880, the company obtained their present charter. The capital stock of the company is \$25,000, in 500 shares of \$50 each. Of the stock \$15,000 has been paid in and is actively employed in the business. F. P. F. Randolph is President; Ellwood Davis, Treasurer; Geo. W. Johnson, Manager, and Henry S. Haines, Secretary. No attempt has ever been made to sell the stock, and the business is in a very flourishing condition. Under the present management the business has more than doubled, and they have more orders than they can fill. They manufacture the "Economist Heater," and make all kinds of fine castings; also make repairs of the Carbon Stove Company specialties. The officers are men of responsibility and stand well. F. P. F. Randolph, President, resides here, and is also Teller of the Mechanics' National Bank. Mr. Davis resides in Camden, where the company has a branch office at No. 25 Market Street.

**J. J. Butler**, Drugs, Medicines and Chemicals, Fancy and Toilet Articles, No. 58 East Broad Street.—This gentleman commenced business here several years ago, and had formerly been in same business for two years in Philadelphia, Pa., where he was born and learned his trade. He is a young man of about thirty to thirty-three years, very attentive to his business and popular with his customers. His store is located on one of the chief thoroughfares, and does its share of the business. His stock embraces drugs and medicines, cigars, toilet articles and fancy goods, in fact everything that is generally to be found in a well-appointed drug store. Physicians' prescriptions are carefully put up, and the business is believed to be gradually and steadily increasing.

**Edward Bernasco**, Harness and Collarmaker, corner Liber and Broad Streets.—Mr. Bernasco has been in business about forty years, and is one of the oldest tradesmen in the city. He is a native of Germany, where he learned his trade in a thorough manner, and came to this country when but eighteen years of age. He settled first in Pennsylvania, but shortly afterward left there and came to this place, where he has remained ever since. Mr. Bernasco makes a specialty of the making of draught collars, and carries such stock as is required in his line. His location is a favorable one, being on the corner of two of the chief business streets of the town.

**E. L. Simpson**, Merchant Tailor, 73 High Street.—Mr. Simpson is a native of Springfield, Ills., and commenced business in this city about ten years ago. He is very pleasantly located in the elegant new building of the Burlington Saving Institution, and his store is probably the best lighted and ventilated in the city. He resides in the same building, thus enabling him to give his personal attention to his business at all times. He is forty years of age and a pleasant gentleman, well posted in his business, and a first-class mechanic, and work from his place is considered the equal of any produced in the county. He delights the eyes of his customers with an elegant selection of seasonable goods, made up and sold at reasonable prices, and never failing to satisfy all who favor him with their business. He is doing a very nice business, extending throughout the surrounding country.

**St. Mary's Hall**, School for Young Ladies, River Front.—This institution for the education of young ladies, is now in the forty-fifth year of its existence, and may be regarded as one of the most successful institutions of its kind in the country. The management of its affairs is in the hands of a board of trustees, composed of the following persons: The Governor of the State, ex-officio, a trustee and President of the Board; the Right Rev. John Scarborough, Bishop of New Jersey, President and Visitor, ex-officio, and presiding at the meetings of the Board in the absence of the Governor; the Rev. John Leighton McKim, Rector of the Hall; Garrett S. Cannon; Jeremiah C. Garthwaite; Abraham Browning; Thomas H. Whitney; Rev. Alfred Stubbs, D. D.; Rev. Eugene A. Hoffman, D. D.; Henry McFarlan; George M. Miller; Richard S. Conover; C. Willing Littell; General Edward Burd Grubb; General Alfred T. A. Torbert; Hon. J. Howard Pugh, M. D.; Rev. George Morgan Hills, D. D.; Rev. Alfred B. Baker; Samuel K. Wilson; Augustus R. Montgomery; Charles Ewan Merritt. The Executive Committee of the Board consists of Right Rev. John Scarborough Bishop, Chairman; Jeremiah C. Garthwaite; Henry McFarlan; J. Howard Pugh, M. D.; Samuel K. Wilson. The course of instruction embraces every study essential to the thorough education of the scholars, who, upon graduating from this establishment, are a great credit to its teachers. The hall is entirely self-sustaining, depending upon no aid from the State or other sources. The buildings are large and comfortable, exceptionally favored in location, being situated upon the banks of the Delaware River and with ample grounds surrounding the buildings. The situation is healthy as well as pleasant, the health of both pupils and teachers being very good. The present management is a very successful one, and the Rectorship of the Rev. J. Leighton McKim has proven exceptionally satisfactory, both to the board of trustees and the patrons of the institution.

**Richard Hillier**, Auctioneer and Furniture Dealer, Stoves, Carpets and General House Furnishing, etc., 93 High Street.—The business was started about eighteen years ago by the present proprietor. Shortly afterwards he associated with himself Mr. L. Brewin, and the style of the firm was Hillier & Brewin for a number of years, but some four or five years ago the firm dissolved, each partner continuing alone, Mr. Hillier retaining the old stand, while Brewin located further down the street. The business has been a constantly increasing one, and the stock carried by the house is very large and covers almost every

article needed in housekeeping, and occupies a store having a frontage of 27 feet on High Street, the main business thoroughfare of the city, by a depth of 90 feet. The store building is owned by him, as well as a pleasant residence situated on Stacey Street. While he gives his own undivided attention to the business, its extent is such as to require the employment of several competent clerks. In addition to his other business, he also does auctioneering, and in that line also he fully has a share of patronage. Mr. Hillier has lived here all his life, is forty-five years of age, an energetic, pushing business man, and stands well in the community, fully deserving the extensive patronage he enjoys.

**David Harmer**, House and Sign Painter, No. 34 High Street.—Mr. Harmer is a young man of about twenty-two, born and raised in this town, and has lived here near all his life. He commenced business on his own account a short time since, and has done exceedingly well from the start, surpassing his expectations. His father having been in the same line, he has gained the patronage of some of his father's old customers, and being accommodating and an excellent mechanic, his business is steadily increasing. He is well and favorably known as a young man of good business qualities, industrious and painstaking, and can hardly fail of success.

**A. Q. Scott**, Groceries, Provisions and Notions, Southeast corner York and Pearl Streets.—About eight years ago Mr. Scott came here and established himself in business. He had formerly been some four or five years in the fur business, making Bordentown his headquarters. Since starting here he has been uniformly successful, and his business has been steadily increasing. His location is a good one for the business, the stand being owned by him, and a valuable corner property. He resides in the building. Carries a very nice stock of groceries and provisions, and also a full line of notions. He has a very desirable family trade, and devotes his undivided attention to the business. Mr. Scott is a native of Penn's Manor, Bucks County, Pa., age about fifty-one, stands well in the community, and is a good business man, industrious and deserving success.

**John C. Miller**, Drugs, etc., corner High and East Union Street.—This business is an old-established one, and has been the property of Mr. John C. Miller since 1872. He sold the business about a year ago, but shortly afterwards purchased the same back again. The building occupied, both as store and residence, is finely situated on the corner of High and East Union Streets, and is a splendid location for business purposes. The store-room is large, well lighted, and airy, and the stock may be termed first-class, embracing everything in the line of drugs and medicines, druggists' sundries, toilet and fancy articles, and soda and mineral waters. Physicians' prescriptions are carefully put up and the business of the house is a large one, in fact, believed to be the best in that line of trade in the city. The building is a very old one, being upwards of 150 years old, having been built in 1720, but appears none the worse for wear. Mr. Miller is a young man of twenty-nine, and is a native of Schuylkill County, Pa., but has resided here many years; is pushing and very attentive to his business, and very favorably regarded, both by his customers and the public generally.



**Wm. R. Bishop,** Dealer in Lehigh Coal, Brick, Cement, Plaster, Guano, Ground Bone, Field, Truck and Grass Seeds, etc., foot of Main Street.—Mr. Bishop has been established in business since 1864. He carries a stock of the best Lehigh coal, and keeps on hand also the best quality of pressed, paving and hard brick, cement, calcined and land plaster, Peruvian and Pacific guanos, bone flour and pure ground bone. In addition to this he carries a line of field, truck and grass seeds, and he does quite a business. His yard, which is very suitably located for the business, is at the foot of High Street, on the bank of the river, is large enough for all business requirements, and is owned by him. Mr. Bishop resides at No. 10 Penn Street, is a man of about forty to forty-five years of age and is a native of the city. Is well and favorably known, and is doing a steady, conservative trade.

**James Latta & Son,** General Lumber Dealers, Pearl, above York Street.—This business was commenced by James Latta & Son about eight years ago. Mr. Latta had been a partner in another firm previously, and he has resided here about thirty years. The firm own extensive yards and buildings where they carry a large stock of all kinds of lumber and building material. The senior partner has had large experience in the business and is thoroughly posted in every branch of it; do a very good business and manage carefully, and the firm is in a very flourishing condition and business increasing. Mr. Latta also, in addition to the property where the yard is located, owns a fine residence on the river front, near St. Mary's Street, and other valuable property. He is a pleasant gentleman, born in the north of Ireland, but has been in this country nearly sixty years. Both father and son are very highly regarded, are popular, attentive business men and their success is well deserved.

**Thomas Baker,** Photographic Artist, Birch's Opera House, West High Street.—Mr. Baker was formerly in business in Virginia, but came here and established himself in business eighteen years ago. He is a very good artist and in addition to taking photographs, enlarges same from card size to any size desired, also does crayon work; does pictures in oil and pastel, and in fact, everything that is done in a first-class establishment in its line. Is the leading photographer in the city and does the leading business, to which he promptly attends at all times. He is a native of New York, forty-six years of age and resides at 17 Federal Street, which property he owns. He is a good business man, very favorably spoken of and deserving of success.

**W. N. Souder,** General Store, corner Broad and High Streets.—This is an old established business, and in 1869 was sold out by A. E. Burr to the present proprietor, Mr. Walter N. Souder. It is one of the best business stands in the city of Burlington. The storeroom occupies 45 feet front on High Street, and 50 feet on Broad, and is filled to overflowing with goods of every description, hardware, crockery, groceries, dry goods, in fact everything that is usually looked for in a well-appointed general store. The firm does a very large trade, extending over the surrounding country. Mr. Souder employs an efficient corps of clerks, and gives his personal superintendence to the business. He is a native of the county, forty-five years of age, and very energetic and pushing

business man. Stands very high in the community, and is deservedly popular. His residence is over the store, and the house is one of the oldest in town, having been built in 1733. However, it appears to be a very substantial building, and is likely to see another century go by without being much the worse for it.

**E. F. Perkins,** Undertaker, No. 62 High Street.—This gentleman learned his trade with the undertaking firm of Brown & Stephensen, and afterwards worked for them several years. About thirteen years ago he decided to go into business on his own account, and he has succeeded in building up a comfortable business, having a very good patronage. Mr. Perkins is a very painstaking business man, attentive at all times, and a pleasant, genial business man. He was born and raised in the State, is well known, both in the city and surrounding country, and enjoys the confidence of the people. His office and residence is pleasantly located on High Street, and all business put in his charge will be carefully attended to.

**H. B. Spackman,** Drugs, Medicines, Toilet and Fancy Articles, No. 63 High Street.—Mr. Spackman is a young man, born in Pennsylvania, and came to this city some thirteen years ago, commencing this business about January 1st, last. He is a regular graduate in pharmacy, and previous to his coming here had been clerk in a drug store. He understands his business and gives special attention to the preparing of physicians' prescriptions and carries a well-selected stock, embracing drugs, medicines, perfumery, toilet and fancy articles, as well as choice wines, liquors, etc., for medicinal use, imported and domestic cigars and druggists' sundries. His store being favorably located and the owner possessing energy and the necessary qualities to make his business a success, there appears no room for doubt but that he will succeed in building up a profitable business.

**R. G. Dunn,** Gents' Furnishing Goods, No. 30 High Street.—This excellent establishment was opened by Mr. Dunn some time ago. Here may be found an elegant assortment of shirts of his own manufacture, together with a large and well-selected stock of gents' furnishing goods of the latest style. The business is under the supervision of a competent clerk and is well patronized. Mr. Dunn is also the senior partner in the firm of Dunn & Kimble, shirt manufacturers, at the corner of High and Pearl Streets, and his time and attention are given to the business of that firm. He is a native of New York, and a young man of twenty-eight, of excellent business ability, and highly regarded in the community.

**E. Rue,** Saddlery and Agricultural Tools, No. 51 High Street.—Mr. Rue came here in March, 1865, and established himself in the place he now occupies, as a harnessmaker. His property is well located for his business, and his stand is known all over the surrounding country. The building is a well-appointed brick, three story and basement, the upper stories being used by him as a residence. His trade is exceedingly good, his goods may be relied upon for quality and durability, and he keeps on hand at all times, a complete stock in his line. Mr. Rue was born in Bucks County, Pa., and is fifty-six years of age.

**Charles P. Smith**, Druggist, Toilet and Fancy Goods, No. 38 High Street.—The oldest-established business in the drug line in Burlington is the house of Charles P. Smith, who succeeded Horace B. Price in 1855, twenty-seven years ago. He carries a very large stock of drugs and medicines, druggists' sundries, cigars, toilet articles and fancy goods, and in fact everything may be got here that is generally found in a well-appointed drug house. In season also he keeps soda and mineral waters, and attracts no little trade in this department. Mr. Smith is a native of the place, fifty-seven years of age and is highly regarded in the community. He is a pleasant gentleman, of good business ability and has a very nice trade, to which he gives his personal attention at all times, thus insuring the success he deservedly enjoys.

**Mrs. Alice Silpath**, Groceries, Dry Goods and Notions, High Street, near Pearl.—The business of this house was established by the late husband of Mrs. Alice Silpath, many years ago, at the corner of High and Pearl Streets, and the present location has been occupied some three or four months. The late Philip F. Silpath left a very valuable estate, and his widow, Mrs. Alice Silpath, was left sole heir and administratrix. The building occupied is new, an elegant modern three-story brick, finished in Philadelphia pressed brick, and is one of the finest buildings in town, and a great ornament to the business street on which it is located. The storeroom is one of the most elegant in the city, is 46x25 feet, well lighted and airy, finished all through in natural light woods, the counters, shelving, railings, etc., being in ash, left in its natural colors, and highly polished, presenting a very pleasing effect to the eye. The stock on one side of the store consists of an excellent assortment of dry goods and notions, while the shelves on the other side are loaded down with groceries, canned goods and the like, and everything is kept in the very neatest order. The trade of the house is a very good one, and the business is ably conducted by Philip F. Silpath, son of Mrs. Alice Silpath, who has grown up in the business, is well posted in it, popular and energetic.

**J. R. Dubel**, Restaurant, Ice-cream Parlors, Confectionery, Fruits and Model Bakery, Nos. 52 and 54 High Street.—About fifteen years ago J. R. Dubel commenced this business in a small way, but the same gradually increased from year to year to its present large dimensions. This pleasant result was chiefly brought about by Mr. Dubel's close and unremitting attention to business and the excellent quality of the goods sold by him. In addition to his restaurant and oyster and ice-cream saloon, he runs a model bakery and confectionery, and the wares produced in these departments are widely known to be of superior quality. He also keeps on hand constantly a large stock of foreign and domestic fruits, nuts, etc. Does a good deal in the way of catering, supplying wedding parties and families at short notice. The business has grown to very respectable proportions and his location is a most suitable one. He owns the property, covering a frontage of 34 feet on High Street, by a depth of 200 feet, together with substantial three-story brick buildings. Mr. Dubel is a native of the State, is forty-two years of age, and looks a good deal younger. He is an excellent business man, very attentive and pushing, and fully deserving the very good patronage he enjoys.

**R. S. Ivins**, Manufacturer of Cigars, Wholesale and Retail Dealer in Cigars, Tobacco, etc., No. 96 High Street.—Mr. Ivins commenced this business some six years ago, and was formerly a farmer. He does quite a business in the way of manufacturing and wholesaling cigars, supplying Philadelphia dealers, chiefly. In addition to this he retails cigars, tobacco and smokers' articles, of which he always keeps a well-selected stock on hand. Mr. Ivins is a gentleman of pleasing address, good business abilities, and is deservedly popular. His business is gradually increasing and his retail trade is believed to be as good as any in town. The "Mogul" brand of cigars, is his exclusive property, and has a great reputation already established.

**Edward E. Bowen**, Novelty Candy Store, Confectionery, Fruits, Nuts, etc., corner Broad and High Streets.—Among the pushing, successful young business men of this town may be classed Mr. E. E. Bowen. He commenced business in this city about four years ago, and moved into his present location last fall. Shortly after moving, he suffered from fire, and although his loss was considerable, he continued business right along and has now about recovered from his losses, refitted his store, which has a very attractive appearance, and is doing quite a prosperous business. He occupies a prominent corner at the intersection of High and Broad Streets, the chief business streets of the city. His stock, which is a very nicely assorted one, consists of foreign and domestic fruits, fine candies and caramels, nuts of every description, soda-water in season, and, in fact, everything in his line. Mr. Bowen is a young man of thirty-five, a native of Iowa, and has been a resident of this State about eleven years. He is a first-class business man, very attentive and industrious, and his business is steadily increasing and deservedly so. He makes a specialty of his ice-cream saloon and keeps all flavors of the best condition.

**G. W. Lewis**, Manufacturer of Boots and Shoes, Library Street, near Broad.—This is another old-established house, having been in existence some twenty years. The business has grown to large proportions, and the house employs eighty hands constantly, and have steam-power. A specialty is made of children's and infants' shoes, chiefly for the Western trade, which is very large with them, and has been constantly on the increase for years. Mr. Lewis is an elderly gentleman, very active and energetic, and considered a first-class business man, and possessed of the qualities which insure success in any line of business. He stands very high in the community.

**I. W. Buck**, Tin and Sheet-iron Worker, Dealer in Stoves, Heaters and Ranges, etc., Tin Roofing and Spouting, No. 20 East Broad Street.—Established himself in business about six years ago, succeeding Francis Wilson. He is a practical tinsmith and sheet-iron worker and understands his business thoroughly. He also does tin roofing and spouting, and carries quite a stock of stoves, ranges, heaters and tinware, and his business is a prosperous one and is constantly growing. He is a native of the State, having been born in Beverly, a pleasant little village a few miles from here. Is thirty years of age, energetic and industrious and favorably regarded. He is well located for business on Broad Street, only a few doors from High, the chief business centre of the town.



**Charles S. King**, Musical Goods, Organs, etc., 74 High Street.—Mr. King commenced this business recently, and is agent for the Ithaca Organ Company, of Ithaca, N. Y., and has several of their instruments in stock. Mr. King is a practical musician, and is organist of one of the principal churches in town, the Union Methodist. Is a young man, thirty-five years of age, was born and raised here, is well known in town and the surrounding country, and there is reason to believe that he will succeed in establishing a comfortable business. In addition to his stock of organs, he also carries a line of musical goods, such as sheet-music, etc., etc. His place of business is favorably located, and prospects of success appear to be good.

**George A. Rogers**, Dry Goods, 75 High Street.—About twenty-five years ago this business was established by Wm. A. Rogers and Geo. A. Rogers, under the firm name of Rogers & Brother. After running the business some eleven years, Wm. A. Rogers died, and George A. Rogers became sole proprietor and has continued as such ever since. His store is well located on High Street, in the very heart of the business portion, and he occupies the upper stories as residence. His stock is attractive and seasonable and presided over by competent clerks. Being a native of the city, as was also his father, he is well known and has a well-established trade, extending throughout the county. He is a very genial and pleasant gentleman, fifty-two years of age, and fully deserving the patronage he enjoys.

**Robert Barkley**, Practical Tin and Sheet-iron Worker, Dealer in Stoves, Heaters, Ranges, etc., No. 5 East Broad Street.—This gentleman has been in business here about five years and was at one time similarly engaged at Paterson, N. J., where he was born, and from 1848 to 1876 worked at the foundry business. He is a practical tinsmith and sheet-iron worker, and makes a specialty of tinroofing and spouting. Mr. Barkley is fifty-three years of age and has had large practical experience in his line of business, and any work turned out by him always gives satisfaction. He carries quite a stock of stoves, ranges and heaters, tinware, etc., and also is the owner of Barkley's Black Mineral Paint for the covering of roofs and it is claimed to last three times as long as any other paint in use, and costs no more. He is doing a very nice business, indeed, and it is steadily growing and deservedly so. He is a pleasant, genial gentleman, and is very favorably spoken of in the community. He makes a specialty of manufacturing milk cans for the trade and furnishes a better article at less price than can be obtained in the city of Philadelphia.

**J. A. Vandegrift**, Druggist and Pharmaceutist, No. 69 High Street.—This business was established about seventeen years ago by Mr. Vandegrift, who is a native of the place, but had, previous to his starting in business here, been in business in Philadelphia. However, he sold out his business in that city, and located in his native town again about the time mentioned. He is a gentleman of about fifty years of age, a regular graduate in pharmacy, and long experience has made him an expert in the compounding of physicians' prescriptions. His store is a very attractive one, on the main business street, and the building, which also serves as a residence, occupies all of the frontage of the lot, 25 feet, and part of the

depth, which is 300 feet. This desirable property is his own place, and very suitably located for the business. He carries a good stock at all times, embracing drugs, soda and mineral waters, cigars, toilet and fancy articles, and, in fact, everything that is generally found in a well-appointed first-class city drug store. Mr. Vandegrift enjoys a very comfortable trade, to which he gives his undivided attention, and is very favorably regarded in the community.

**Charles Harmer**, Shoe Manufacturers' Goods, No. 32 High Street.—This business was commenced about two years ago by Mr. Harmer, who came here at that time from South Bend, Ind., where he had been in the tobacco business for some time. Since starting in business here, he has done fully his share of business, and his prospects are favorable. He carries a suitable stock, such as is needed by shoe manufacturers, of whom there are quite a number located here, and is also the duly appointed agent for the sale of the Goodyear & McKay Turn Machine parts. Mr. Harmer is a young man of twenty-five and is a native of this city, very pushing and attentive to his business, polite and popular and cannot fail of success. He enjoys a steady patronage and his trade is steadily increasing.

**R. Schaack Sutphin**, Exchange Hotel, corner High and Union Streets.—This is an old-established stand, having been a hotel a good many years, although the present proprietor took possession only a short time since. The stand is very well located in the centre of business and opposite the post-office. Mr. Sutphin was formerly connected with the Belden House here, thoroughly understands his business, and is well and favorably known. He is a young man of twenty-six, full of pluck and perseverance and, being popular and well regarded, can hardly fail to succeed in his business.

**George W. Fireng**, Manufacturer of Cigars, Dealer in Tobacco and Smokers' Articles generally, No. 60 High Street.—Mr. Fireng has been in business since 1859. Formerly was a member of the firm of Miller & Fireng, same line, and upon the death of Mr. Miller he continued the business alone. He has been steadily successful from the start and he now owns the property he occupies, having a frontage of thirty-seven feet on High Street, by a depth of 280 feet, together with substantial buildings occupied as store, factory and residence. In addition to manufacturing cigars and selling them wholesale, he also deals in cigars, tobacco and smokers' articles generally, and has quite a comfortable business in that branch. Mr. Fireng is a native of the State, forty-four or forty-five years of age, a first-class business man every way and is very favorably regarded. His business is constantly increasing and is under his personal supervision at all times.

**A. Gotta**, Groceries and Provisions, No. 40 East Broad Street.—Mr. A. Gotta commenced business here about ten years ago and his location is a good one, being on one of the chief business streets of the city. He carries a well-selected, salable stock at all times and is doing a comfortable family trade, extending over the city. Mr. Gotta served in the United States army during the war, and was honorably mustered out at its close. He is a very pleasant gentleman to deal with, stands highly with all who know him, and his business is steadily increasing.

**George J. Bernasco**, Harness and Collarmaker, No. 12 East Broad Street.—After learning his trade with his father, George J. Bernasco started in business for himself about seven months ago. He is an excellent workman, and makes a specialty of manufacturing Irish draught collars, of which he keeps a stock constantly on hand, as well as such articles as are connected with the trade. Although but a few months in the business he has already obtained quite a patronage and future prospects look bright and favorable. He is a young man, twenty-six years of age, and was born in Pennsylvania, but has lived here with his parents all his life. He is very industrious and attentive to his business, his work is considered of superior order, and he can hardly fail of success.

**James Shaw**, School Books, Stationery, Fancy Goods, Notions, etc., 95 High Street.—This establishment has been in existence some twenty-five years, at which time Mr. James Shaw commenced the business by serving the *Philadelphia Ledger* to his customers in Burlington. As time went on he gradually increased his business, by adding stationery and notions to his stock, and he succeeded in building up a very respectable business, and at this time may be found in his store every description of stationery, the current literature of the day, cutlery, pocketbooks, notions of great variety and many things too numerous to mention. He still continues to serve the *Ledger*, and in addition he has a large list of regular subscribers to other papers, so that his route is quite extensive. His trade extends over the surrounding country, and is not confined to the city limits. Mr. Shaw is a native of Philadelphia, but has been established here so long that he may be looked upon almost as a native. He is an elderly gentleman of about forty-eight, but carries his age well, genial, energetic in business and popular.

**At H. Silpath**, Hats, Caps and Gents' Furnishing Goods, No. 92 High Street.—Mr. Silpath has been in this business some five years, previous to which time he had been in the grocery business for about two years. He is a young man of thirty-three years, a native of this city, well and favorably known, is pushing and energetic and a good business man. His stand is well located, and his trade is steadily increasing. He carries a very fair line of goods, attractively arranged, and attends closely to his business. His residence is at No. 27 East Pearl Street, which property he owns. Mr. Silpath has been City Collector for three years past, and has recently been elected Township Collector, for a period of four years. This is a position of great responsibility, and the fact of his election by a considerable majority shows the esteem he is held in by all, and the confidence which is felt in him by the people of the town.

**W. S. Bastian**, Tobacco, Cigars and Smokers' Articles, No. 30 East Broad Street.—W. S. Bastian came here from Philadelphia and opened business about a year and a half ago. He is a young man of twenty-three, native of Philadelphia, and is believed to have done his share of the business. There is carried a very fair stock of cigars and tobacco, pipes and other smokers' articles, and he is doing a satisfactory trade, with prospects of it greatly increasing. Mr. Bastian is attentive to business and popular among the young men of the town.

**William H. Birkmire**, Stoves, Tin and Hollowware, corner Cooper and Warren Streets.—Mr. Birkmire commenced this business in January, 1882, succeeding H. F. Oliver. Mr. Birkmire has resided here many years and is also in business in this city as manufacturer of canned goods and done business here for some years past. He employs about one hundred and fifty hands during the canning season and a number of hands at all times for the manufacture of tin cans. He owns the factory and building at Burlington and also owns his residence property here. His store here is very favorably located on one of the corners of what is called the "Five Points" and right in the business centre. In addition to carrying a stock of stoves, tin and hollowware, Mr. Birkmire is prepared to do all kinds of roofing and spouting, stove and heater work and all kinds of repairing. He is a man of about forty-four, an excellent business man, prompt in his dealings, popular and very industrious, and cannot fail of success.

**J. B. Cherry & Son**, Merchant Tailors, No. 8 East Broad Street.—This business was established fifteen years ago, under the firm style of Cherry & Corriel, and continued as such until 1871, when Mr. J. B. Cherry assumed sole control of the business, Corriel retiring. Mr. Cherry continued alone until June, 1881, when he took into partnership his son, W. S. Cherry, and style of firm became J. B. Cherry & Son. Both father and son are natives of the State, J. B. being a native of Morristown, N. J., and W. S. of New Brunswick, N. J. Both are pleasant gentlemen, attentive to their business and have a very fair trade, generally working several men on the bench. Are good fitters and cutters, carry a suitable stock at all times and their business is on the increase steadily.

**J. F. Clime**, Stationery, Cards, School Books and Fancy Goods, No. 114 High Street.—Mr. Clime commenced business about four years ago at No. 76 High Street, and moved into his present quarters in the fall of 1878. He started with very limited capital, but by close attention to business and the wants of his customers, economy and perseverance under difficulties, has succeeded in building up a very nice and prosperous business. He carries a very nice and attractively-arranged stock, embracing every variety of stationery, the current literature of the day, cutlery, pocketbooks, blank books, fancy goods and notions. He also carries quite a line of sheet-music, also picture frames, etc. Mr. Clime is a young man of twenty-five, born and raised here, and is well and favorably known by everybody. He is a pushing, energetic business man and his success is the natural result of his efforts. His trade is good and is steadily growing larger, especially among the best class of customers.

**Stacy C. Hassenger**, Manufacturer of Cedar Ware, Dealer in Housekeeping Articles, No. 60 East Broad Street.—This is an old-established business, having been commenced by Mr. Hassenger seventeen years ago. He came here from Philadelphia, where he was born; is fifty-two years of age, but very active and energetic, and bears his years exceedingly well. He is a cooper by trade, and manufactures such cedar ware as he keeps in stock; wash tubs, water pails, and the like. He also keeps constantly on hand, a large stock of housekeeping articles of every description, also sleds, skate, toys and games of all kinds.



**E. W. Jackson,** Gents' Furnishing Goods, No. 64 High Street.—Mr. Jackson commenced this business some two years ago, and now carries a very nice stock of gents' furnishing goods, and his store has quite an attractive appearance. Being a native of the town and having resided here all his life, he is well known and has quite a good patronage, especially from the young men of the town. He is of pleasing address, attentive to his business and possessed of good business abilities. He is in a good location and his trade is steadily increasing. His father is in business next door to him, and both stand very high in the community.

**C. P. Brewin,** Merchant Tailor, No. 20½ High Street.—Mr. Brewin is a native of Burlington and has been in business here about three years. He had formerly been in the same business at Mount Holly, N. J., for a period of eight years. Is a young man of thirty-seven, a first-class tailor and enjoys a very fair patronage, employing several journeymen. He carries a very nice, seasonable stock at all times, at this time amounting to at least \$1,500, which is a fair average of the value of stock carried all the year round. Mr. Brewin is very industrious and attentive to his business, and is very favorably regarded by every one.

**G. F. Coleman,** Marble Works, West Broad Street.—Mr. Coleman has been in business here

about twelve years and is doing quite an active trade in his line. He is a practical marblecutter himself and employs one or two hands at all times. He carries a nice line of marble tombstones ready for inscriptions to be put on, or will make tombstones to order of any size and shape. Mr. Coleman is well known throughout the city and surrounding country, his business is steadily increasing and he stands well among his fellow-citizens.

**W. Jackson,** Dealer in Confectionery, Fruits, Nuts, Fancy Goods, Toys, etc., No. 66 High Street.—This is an old established business, Mr. Jackson commencing it just thirty-four years ago. He had learned the shoemaking trade, but the confinement to the work-bench was gradually undermining his health, and he was compelled to abandon that occupation. He started business on a very small scale, but by economy, close application and unremitting attention to his business succeeded in steadily building up a good, paying business. His store-room is filled with a well selected stock. Toys of every description, confectionery, fruits, nuts, and fancy goods, and his trade is large, extending over the surrounding country. Mr. Jackson is an Englishman by birth, and came to this country from Earl Shilton, Leicestershire in 1833. He is fifty-two years of age, of very genial disposition and his honesty and goodness of heart are proverbial wherever he is known. His standing in the community is an enviable one.

## CITY OF BORDENTOWN.

INVITINGLY SITUATED ON A BLUFF, SIXTY FEET ABOVE THE RIVER, AND COMMANDING  
A VIEW FOR MILES UP AND DOWN THE DELAWARE—THE PLACE OF RESI-  
DENCE FOR MANY YEARS OF THE EXILED BONAPARTE.

This pleasant town is located on the Delaware River at the mouth of Crosswick's Creek, thirty miles from Philadelphia, six south of Trenton, and at the terminus of the Delaware and Raritan Canal. The Pennsylvania Railroad, Amboy Division, passes under the principal street by means of a viaduct. The business of the city is active and increasing, and it is noted for its institutions of learning, particularly those for females, among which are a college and several seminaries. Bordentown is also well known for its exceptionally fine location on the Delaware, the bluff being sixty feet high at this point. The view extends for miles up and down the Delaware and far across on the other side to the State of Pennsylvania, and is justly celebrated as one of the finest on the river. Steamboats connect it with Philadelphia in the summer months, and it is a popular place of resort and temporary residence for the citizens of the metropolis of Pennsylvania, who find excellent accommodations in its hotels and private houses of entertainment.

The town was founded by Joseph Borden, an early settler here, and has borne his name for more than a century. It was incorporated as a borough December 9th, 1825, and as a city April 3d, 1867. It is one of the most beautiful towns on the Delaware, and is alike remarkable for its salubrity, cleanliness, and the neatness of its dwellings. Built on a plane, sixty feet above the surface of the river, from which there is a descent upon three sides, its streets are dry, and lined by umbrageous trees, furnish agreeable promenades during the summer season. From the brow of this hill, is the delightful view of the river previously spoken of. The beauty of this scene is greatest in the autumn, when the thousand varied and brilliant tints of the forest trees are contrasted with the deep azure of the sky and the limpid blue of the mirror-like waters.

The attractions of the scene determined Joseph Bonaparte, Count de Survilliers, in his choice of a residence in this country; and this distinguished exile—who had occupied two thrones, and had pretensions, based on popular suffrage, to a third—dwelt here many years in philosophical retirement. He had in the vicinity about fifteen hundred acres of land, part of which possessed natural beauty, and this his taste and wealth enabled him to embellish. At the expense of some hundred thousand dollars, he converted a wild and impoverished tract into a park of surpassing beauty, blending the charms of woodland and plantation scenery with a delightful water prospect. The present buildings, plain but commodious, are the site of the offices of his original but more splendid mansion, which was destroyed by fire, together with some rare pictures from the pencils of the first masters, whose merits made them invaluable. With characteristic liberality, the Count opened his grounds to the public, but he was ungratefully repaid by the defacement of his ornamented structures and the mutilation of his statues.

Bonaparte came to the United States after the famous battle of Waterloo, and, having traveled through several States, he purchased his estates at Bordentown, under the title of "Count de Survilliers." Here he lived in a state of affluence, affording employment to many of the laboring population, and hospitality to the French emigrants who resorted to America. His wife remained in Europe with her two daughters, residing at Brussels and afterwards at Florence, but subsequently the daughters joined their father at Bordentown. When the French Revolution of 1830 became known in the United States, Joseph wrote a long address to the House of Deputies, in which he put forth the claims of his nephew, the late Emperor. The letter, however, was not read to the chamber. He went, himself, to England, soon after, and at last repaired to Italy, where he died at Florence, in July, 1844. His grounds are now known as Bonaparte Park, and form a very attractive feature of the city.

Bordentown is lighted with gas, and an excellent system of water-works affords an abundant supply of pure water. The streets are wide and well shaded, and flanked by brick-paved sidewalks. The river at this point, as well as its tributary, Crosswick's Creek, affords fine opportunities for boating and fishing, and these pleasures may be varied by that of driving on excellent roads in the charming country adjacent. Among its public institutions may be mentioned the Bordentown Female College, which occupies a position in the front rank of similar schools in this country. There is a Masonic Lodge, a Commandery of Knight Templars, two Lodges and one Encampment of I. O. O. F., Lodges of Knights of Pythias, Red Men, Seven Wise Men, and Post of G. A. R., all in a flourishing condition. The religious inclinations of the community is evidenced by seven churches—Episcopalian, Baptist, Presbyterian, Friends, Roman Catholic, and two Methodist. The city contains excellent schools, stores and markets, a refined society, and every attraction and comfort to make a residence pleasant and desirable. The city is managed in the most business-like manner, as is evidenced by its condition—low taxes and freedom from debt. The facilities for communication with Philadelphia and New York are excellent, there being about a dozen fast trains to both cities daily, while the several boats to the former affords a delightful ride for those having the time to spend en route, and at the same time having an opportunity of enjoying the pleasantest trips on the Delaware. From Bordentown there are stages daily to Allentown, Crosswick's, New Egypt and Paintsville. Population, 5,334.

**J. P. Campbell**, Dealer in Fine Groceries, Provisions, etc., No. 217 Farnsworth Avenue.—This excellent and very popular establishment was founded sixteen years ago by the present proprietor, who has continued to do a very prosperous business ever since. The business has been successful from the start, and gradually and steadily increased to its present proportions, and is now one of the best in town. The stock kept is large and well selected, the location an excellent one, and the clerks are polite and attentive. Mr. Campbell is a native of the State, is sixty-two years of age, an excellent business man, well posted on everything connected with his business. He resides in the same building in which he keeps store, and devotes his entire time to the business. No citizen of Bordentown is more popular or stands higher in the esteem of the towns-people.

**James Tantum**, Dry Goods, Groceries, Hardware and Crockery, etc., corner Farnsworth Avenue and Walnut Street.—Among the successful business men of the town must be classed Mr. James Tantum, who commenced this business about twenty years ago,

and who has done a steadily growing business ever since. He occupies a large store sixty-five feet deep by twenty feet wide, and the same is crowded with a large selection of all kinds of dry goods, groceries, hardware and crockery, and the stock is worth many thousand dollars. Mr. Tantum is a native of New Jersey, age about forty years, is a first-class business man in every respect and has the confidence of the people. He is very attentive and industrious and has a number of efficient clerks, and the business is well managed. Mr. Tantum is regarded as one of the leading merchants in town and stands very high.

**Jacob Holzbaur**, Dealer in Boots and Shoes, corner Farnsworth Avenue and Burlington Street.—Mr. Holzbaur commenced this business twenty-seven years ago, when he started in a small way comparatively. Has succeeded in building up a very nice business, and carries a large stock of boots and shoes of every description, and also makes boots and shoes to order, and has a good patronage in that line. Mr. Holzbaur is a native of Germany, aged fifty-five years, and has been in this country some thirty years.



**S. E. & A. W. Burr,** Wholesale and Retail Dealers in Dry Goods, Trimmings and Fine Groceries, corner Farnsworth Avenue and Crosswicks Street.—These gentlemen have been in business under above style some twelve years, and have built up a very large business. They are in an especially favorable location, having a large, well-lighted and airy store-room, and carry a very large stock of dry goods of every description, trimmings and groceries. The senior member of the firm, Mr. S. E. Burr, is also in business alone in the adjoining building, where he carries a large stock of hardware and tinware, and does a general insurance business, being the representative of ten first-class insurance companies. Both partners are natives of the county, Mr. S. E. being forty-six years of age, and Mr. A. W. thirty-five years. Mr. S. E. Burr owns the property they occupy, which is a valuable one on account of its favorable location for business, and are having an excellent trade. Are good business men, very attentive and industrious, and stand well in the community.

**Edward B. Hancock,** Dealer in Agricultural Implements, Seeds, Flour, Feed, etc., No. 167 Farnsworth Avenue.—This is an entirely new business, just started by Mr. Hancock, who is a young man of about twenty-five, and who has heretofore been engaged at farming. He has quite a large stock on hand of different kinds of agricultural implements and tools, as also an apartment of seeds, etc. Being a practical farmer himself, he is competent to judge of the merits of the different articles he handles, and being young, energetic and pushing, there is every reason to believe that he will succeed in building up a good business. Has a very large, airy and well-lighted store-room, in an eligible location, and it presents an attractive appearance and has a look of business about it that promises well.

**Gershom Mott,** Commander of the National Guard, State of New Jersey.—General Gershom Mott, Commander of the National Guard of the State of New Jersey, was born near Trenton, April 7th, 1822, and after a few years at the Trenton Academy, entered in a commercial establishment in New York, at the time being but fourteen years old. Shortly before the breaking out of the Mexican war, he relinquished his position in New York and went to reside temporarily with his father in New Jersey, where he remained until 1846; when President Polk called for fifty thousand troops, he offered his services to the government, and was commissioned as Second Lieutenant and assigned to the Tenth U. S. Infantry. He served with his organization during the entire war, and at its termination was mustered out, and was appointed Collector of the Port of Lambert, retaining the position until 1850, when he accepted a clerical situation at Bordentown, in the office of the Delaware and Raritan Canal Company, and in 1855 was appointed Teller of the Bordentown Bank. August 23d, 1861, he was appointed Lieutenant-Colonel of the Fifth N. J. Volunteers, and was practically the Commander of that Regiment, as his Colonel was acting as Brigadier-General. He participated in numerous engagements, and May 7th, 1862, was promoted to the Colonelcy of the Sixth Regiment, N. J. Volunteers. He was severely wounded in the arm in the second battle of Bull Run, August 29th, 1862, and September 7th, the same year, was made Brigadier-General, and placed in command of the Second New Jersey Brigade. He

was again wounded at the battle of Chancellorsville, May 3d, 1863. On August 1st, 1864, he was brevetted Major-General, and Major-General in full, May 26th, 1865, and at the dissolution of the army at the close of the war, appointed one of the Division Commanders of the Provisional Corps, and had command of the Provisional Division. In the August following he was detailed to serve on the Wirtz Commission; and on December 1st, 1865, was made a full Major-General of volunteers to rank from May 26th, 1865, being the only Jersey soldier that attained the full rank. On February 20th, 1866, his resignation was accepted, and returning to his home in New Jersey, he accepted the paymastership of the Camden and Amboy Railroad Company. In 1867 he declined the Colonelcy of the Thirty-third U. S. Infantry. In 1873 he was appointed Commander of the New Jersey National Guard, with the rank of Major-General, which position he still occupies. September 1st, 1875, he was appointed Treasurer of the State of New Jersey, to fill a vacancy, and on March 29th, 1879, was appointed Keeper of State Prison. He had administered the affairs of the State Prison with a very commendable fidelity, and during his term there was not only a great saving in the per capita cost of the institution, but it was better managed than ever before in its history, and with it all not one prisoner had escaped. His term expired March 27th, 1881, and he declined a reappointment to that office. On March 21st, 1882, he was appointed by the Governor one of the Riparian Commissioners, to fill the vacancy caused by the death of Judge Lathrop.

**William Steele,** Hardware, Stoves, Heaters, Ranges, Plumbing, Gas and Steam Fitting, No. 45 Farnsworth Avenue.—About thirty-five years ago. Mr. Steele commenced this business and the same has grown to very large proportions since then. The stock carried is worth several thousand dollars and embraces a great variety of stoves and heaters, ranges, large assortment of hardware, tinware, etc. The store-room is one of the largest in town, and filled to overflowing. In addition to this, Mr. Steele does plumbing and gas fitting, also steam fitting, and he has a number of hands constantly in his employ. He resides in the same building, and devotes his entire time to the business. Mr. Steele is a native of Pennsylvania, aged sixty-seven, has been a resident of this State forty-four years, and is regarded as an excellent business man, popular and highly regarded. He owns the property he occupies, which is a valuable one, and located in the heart of the town.

**G. Walters,** Manufacturer and Dealer in Cigars, Tobacco, etc., No. 39 Farnsworth Avenue.—Mr. Walters manufactures cigars, employing one or two hands steadily to assist him, and is doing a steadily increasing business in that line. He also deals in cigars and tobacco at retail, and being well located on the best business street in town, does his share of business. He is a young man of twenty-four, and a native of the State.

**George A. Pittman,** Groceries and Provisions, No. 87 Farnsworth Avenue.—Mr. Pittman is in a very eligible location, and he carries a full line of groceries and provisions of every kind and all the delicacies of the season may be found here. Mr. Pittman is a native of this State, about thirty-nine years of age and a pushing and attentive business man.

**Edward Clift**, Books, Stationery, Musical Instruments, Sheet Music, Picture Frames, etc., No. 93 Farnsworth Avenue.—This gentleman has been engaged in business here about twenty-seven years, and has always done a steady growing trade. His location is a favorable one, in the centre of business, and his store is filled with a large and salable stock of books, stationery, all the current literature of the day, embroidery and fancy goods, musical instruments, sheet music and picture frames. His store is very attractive, and any one may pleasantly spend half an hour there looking over the attractive things strewn about. He does a very fair business, is attentive and industrious and notwithstanding his fifty years is as active as a young man of thirty. His residence is in the same building where he does business, and which property he owns. Mr. Clift was born and raised in Bordentown, is well known and highly spoken of by everybody. He also deals largely in pianos and organs, and has them constantly on hand.

**J. E. Smith**, Photographer, corner Farnsworth Avenue and Walnut Street.—Mr. Smith has been in business here since 1868, and has built up a very good business, having done the leading trade in his line for a number of years. He takes photographs in the latest improved manner, enlarges and copies pictures, takes pictures in crayon, oil and pastel, in fact, does everything appertaining to the business; has a good location and very nicely appointed parlors for the accommodation of his customers, and his business is steadily increasing. Mr. Smith is a native of Massachusetts, age, forty-one, and during the war of the Rebellion, served in the Fifty-sixth Massachusetts infantry, and was honorably mustered out when the struggle ended. He is popular with all, Commander of the Post of the Grand Army of the Republic, and a leading citizen of the town.

**G. H. Herzog**, "German Hotel," No. 63 Farnsworth Avenue.—Business was commenced many years ago by G. H. Herzog, a German, and was successfully carried on by him until his death, some six months ago. Since his death his widow has continued the business, with the assistance of her brother. The business is a good one, it being a great resort for the German element of the town and vicinity. The location also is a very favorable one: on the chief business street, in the vicinity of the railroad depot and post office. The late G. H. Herzog was a very popular gentleman with the German element, and his popularity seems to have been transmitted to his widow, and the business continues to be a very comfortable one.

**T. H. Lee**, Marble Works, No. 11 Crosswicks Street.—Mr. Lee has been engaged in this business some fourteen years, and the business has been a successful one from the start. He is doing a large business, employing six hands steadily and carries quite a stock of tombstones and marble and has a large yard and workshop. The property occupied is his own, as well as his residence adjoining, No. 13 Crosswicks Street. He is a popular gentleman and well spoken of, a good business man and deserving the success he has had.

**S. Garrison**, Dry Goods, Groceries and Provisions, corner Farnsworth Avenue and Park Street.—The proprietor of this establishment has been in business a number of years and in his present location

about two years. The store is located under the "American House," and the situation is an eligible one. He carries a very good stock of dry goods, groceries and provisions, and is doing a very good business, which is steadily increasing. Mr. Garrison is a native of the State of New Jersey, aged about thirty to thirty-five, an industrious, good business man, very attentive and popular. Owns his residence, pleasantly located on Farnsworth Avenue, is well spoken of and prospects are good.

**Levi Davis**, Proprietor "Bordentown House," Farnsworth Avenue, opposite Railroad Depot.—The Bordentown House is an old established hostelry, the present owner having been in possession forty years. The house occupies the finest location in town for the business, and is directly adjoining the railroad depots and post office, and in the heart of the business portion of the town. The house is large and commodious, and well kept. Mr. Davis has had large experience in hotel keeping, and is the owner of the hotel, which occupies large space, with extensive grounds and stabling attached, and is very valuable property. Mr. Davis is a native of this State, an excellent business man, and stands well, and under his management the Bordentown House will always be the leading hotel in town.

**Charles Stratton**, Green Grocer, Smoked Meats, etc., corner Farnsworth Avenue and Walnut Street.—Mr. Stratton has been in this business about four years, and was formerly a farmer in the county. He was born and raised in Burlington County, is about sixty-five, and retired from his farm and subsequently commenced this business, choosing a very favorable location. He is favorably regarded, and his business is gradually increasing, his stock consisting of all kinds of garden truck in season, and smoked meats.

**Albert M. Weest**, Manufacturer of Cigars and Wholesale and Retail Dealer in Tobacco, Cigars, and Smokers' Articles, etc., No. 214 Farnsworth Avenue.—This gentleman commenced business here about five years ago, and is a young man of twenty-seven, a native of the State of New Jersey, well known and popular. He manufactures cigars, and carries a very fair stock of cigars and tobacco, snuff, pipes, and other smokers' articles.

**Peter Murphy**, Dealer in Stoves and Tinware, etc., Tinsmith, Tin Roofing, etc., Farnsworth Avenue, opposite Railroad Depot.—Mr. Murphy commenced this business three years ago, having formerly for fifteen years worked at his trade of tinsmith with an old firm here. He carries a very nice stock of stoves and ranges, heaters, cutlery and tinware of his own make, and makes a specialty of tin roofing. He is a young man of thirty, born and raised in the town, well and favorably known and doing a nice, comfortable business.

**B. Sundheim**, Hats, Caps and Neptune Laundry, No. 109 Farnsworth Avenue.—Mr. Sundheim commenced business here but a few weeks ago, being formerly engaged for some six years at Mount Holly. He carries a very fair stock of hats and caps of the latest fashion and in addition conducts a laundry, sending the clothing to be done up to Philadelphia. He is a native of Germany, aged about thirty-one, and has been in this country some twenty-five years.



**William Burns**, Real Estate and Insurance Agent, Agricultural Implements, etc., No. 67 Farnsworth Avenue.—Mr. Burns started in this business some two years ago, as real estate and insurance agent, notary public and anything connected with his line of business. He is also agent for the sale of several agricultural implements, and for the "Improved Water Elevator and Purifier," of all of which he carries samples on hand, which may be examined at his office. Mr. Burns is a native of Bordentown, about fifty-two years old, and is gradually building up a desirable business. He is attentive, a good business man, popular and well thought of, and business cannot be intrusted into safer or better hands than his. Such is the verdict of all who know him, and having resided here pretty much all his life, he is well known. His residence is at 102 Prince Street, where he owns a very comfortable and pleasant home.

**Samuel E. Burr**, Hardware and Tinware and General Insurance Agent, corner Farnsworth Avenue and Crosswicks Street.—This gentleman has been in business in this city many years and is also the senior member of the firm of S. E. & A. W. Burr, wholesale and retail dealers in dry goods, trimmings and fine groceries. He carries a very fine and complete stock of hardware and tinware, and is building up a very good business in this line. Mr. Burr is also the agent of ten first-class insurance companies, representing assets of one hundred and thirty million dollars. He is doing a steady business, which is gradually growing. He is a native of Burlington County, aged forty-six, and stands high in the esteem of his townsmen. Mr. Burr is a straightforward business man, enterprising, and well and favorably known in the community, and thoroughly interested in the prosperity of Burlington.

## TUCKERTON.

This venerable city is built on the Atlantic coast, near Little Egg Harbor Inlet, and received its present name in 1786. It is a port of entry in Burlington County, and has considerable coastwise trade. As long ago as 1699, Tuckerton was settled by Long Islanders, and previous to the Revolution it possessed a large West India commerce. While the war for independence was in progress, some stirring events occurred here, and Count Pulaski, with his legion, was at one time sent by Washington to defend it against an attack by the British from New York—a duty he performed successfully. This portion of the New Jersey coast is celebrated for the attractions it offers to sportsmen and fishermen—the many inlets penetrating it being the resort of wild fowl and the homes of some of the finest and gamest fish found in America. The residents of the town are largely engaged in gathering and shipping oysters, clams and fish to the markets of New York and Philadelphia. The distance to the former place is ninety miles, and to the latter, seventy. The Tuckerton Railroad has its southern terminus at this point, and during the summer season, a steamer plies between Tuckerton and Beach Haven. In the town there are three churches, three schools, two hotels, and several boarding cottages. It is rapidly growing in popularity as a summer resort. Resident population about 1,400.

**Carlton House**, H. E. Mulholland, Proprietor.—This fine hotel has been under the management and proprietorship of Mr. H. E. Mulholland for the past three years. It is an extensive frame building having a frontage on two of the best streets of the town and can comfortably accommodate one hundred guests. It commands a splendid view of Tuckerton Bay and is in close proximity to the beautiful Cedar Lake for rowing and pike fishing, only one hundred and fifty yards distant. It is a noted and favorite family resort for ladies and children and all parties seeking retirement from the hot weather, the breeze of the bay having a cooling effect, and the fine shade of the old trees serving to protect it from the sun. Sailing and fishing on salt water is had and is the finest in the State, the Tuckerton Bay offering every facility, the advantages of which are too widely known to need description here. Staunch yachts can be had by day or week at reasonable rates—good livery is attached and first-class teams are furnished. The table is unexceptional and comprises all the delicacies of the season, and fresh vegetables from the proprietor's garden. Fish, oysters and clams in season, always

fresh from the bay. The rates are from \$7 to \$10 per week. The chambers are comfortably furnished and the house is neatly carpeted and well kept. Trains leave Philadelphia foot of Market Street at 8 A. M. and 3.30 P. M. and 5.30 P. M. Excursion rates \$2.75. Leave New York via Central Railroad, of New Jersey, at 5.35 A. M., 2 and 4.30 P. M., excursion rates \$4.50. Mr. Mulholland is a native of New York and a popular and genial host.

**George H. Cauffman**, Harnessmaker.—Within the past three years Mr. Cauffman, a first-class mechanic, and a native of the city of Philadelphia, where he learned his trade, founded one of the best harness-making establishments in Tuckerton. The store occupied is a frame building of 14x20 feet in extent, and well fitted with all the necessary tools and appliances for the work. The stock carried is limited to the supply of immediate demand, and consists of a fine assortment of heavy and light harness, whips, collars, etc., and sales are at the rate of \$1,000 per annum. Repairing forms a leading specialty, and custom work is done to order.

**David E. Stretch**, Druggist and Apothecary, Main Street.—Eight years ago Mr. Stretch, who is a native of Salem County, and who has been seventeen years in the drug trade, founded his present industry here, under the firm name of Page & Stretch, the senior member subsequently retiring. Mr. Stretch is a pharmacist by profession, and is a licentiate in pharmacy, and a careful compounder of prescriptions. The store occupied is the leading one of Tuckerton, and is a fine frame building of 20x40 feet in extent, and one of the best fitted and equipped establishments in the town. The stock carried bears a representative value of \$5,000, and is composed of a full assortment of choice fresh drugs and medicines, paints, oils, glass, varnish, toilet fancy articles. Sales are extensive, the trade done extending over a wide section of the surrounding country. Mr. Stretch is a gentleman of high social rank among his fellow-townsmen, and is much esteemed as a citizen and business man.

**Jesse C. Ridgway**, Dry Goods, Notions, Coal, Hardware, Farming Implements, Main Street.—In 1854, Mr. Ridgway, now the oldest merchant established here, founded his industry and has ever since held a leading and prominent rank among his line of the representatives of the trades of Tuckerton. The store occupied is a large brick building 23x60 feet in extent, and the stock carried is an extensive one and comprises a full line of dry goods, notions, coal and hardware, farming implements, groceries and general merchandise.

**Tuckerton Flouring Mill**, W. W. Pharo, Proprietor.—These mills are the only ones of their kind in the town and are operated by Mr. Pharo, who manufactures flour under the new patent process. The mills are of frame structure, three stories high and have three run of burs and a capacity for grinding five hundred bushels of grain per day. The machinery of the mill is of the best construction and is operated by two Turbine wheels, the water-power of which is equal to fifty-horse. The capacity is to be increased and the quality improved. Mr. Pharo also has in connection with the flour mill a saw mill. The lumber and shingle mills are of frame construc-

tion and fitted with the best machinery, which is operated by water-power from the mill pond on which they have been built. They have a capacity for cutting seven thousand feet of lumber and five thousand shingles per day, and shingles, lumber, pickets, boat boards and frames are the manufactures turned out of the mills. Eight hands find constant work in the different departments of the mills. Mr. Pharo is a gentleman of practical experience and is one of the most prominent of the Tuckerton business community.

**Everett House**, George O. Adams, Proprietor.—Eight years ago Mr. Adams, a native of Burlington, founded this prominent and favorite family resort, and has now the reputation of keeping one of the best hotels of the county. He has adopted the very moderate rates of \$1.50 to \$2.00, and from \$8.00 to \$10.00 per week, for permanent guests, according to the location of the rooms. The building is of frame, and is advantageously located on the Main Street. It is two stories high, with twenty rooms, and can comfortably accommodate fifty guests. A good restaurant is attached, and meals can be had at any hour. The Everett House is well kept, and all the rooms are neatly furnished, and an excellent table is kept. Mr. Adams is an experienced caterer, a courteous host, and a popular favorite with his guests.

**Thomas Roberts**, Heaters, Ranges, Stoves, Castings, etc., Repairing a Specialty, Main Street.—Three years ago, Mr. Roberts, a native of England and who emigrated to America over forty years ago, founded the leading store in this line, in Tuckerton. The store occupied is a neat frame edifice of two stories, 18x30 feet in extent, and the only one exclusively devoted to this trade. The stock carried comprises a full line of tin and sheet-iron ware, heaters, ranges and cooking and other stoves, and castings. The sales are on an extensive scale, the trade done extending itself over a wide section of the country. Repairing and tin roofing and spouting form a leading specialty, and Mr. Roberts is a first-class practical mechanic. Mr. Roberts is also Justice of the Peace in and for the Township of Egg Harbor.

## MEDFORD.

In the centre of the rich agricultural district of Burlington County, and at the terminus of the Philadelphia, Marlton and Medford Railroad, is located the thriving and prosperous town of Medford. Its surrounding country is noted for the productiveness of the soil, the general crops being grain, hay and grass, large quantities of which are shipped to the markets of New York and Philadelphia. Land in the vicinity of Medford is valued from \$150 to \$175 per acre.

Medford is situated eighteen miles from Camden and seven miles from Mount Holly, the seat of justice of Burlington County. The trade of the town is confined almost exclusively to mercantile interests, although there are large glass works within the limits. These works have suspended operations for the past four years, and it is anticipated that the factory will soon re-open, as a large bed of a very superior quality of sand has been discovered within a mile of the town. Medford has five churches, one school, two hotels, and a National Bank. The population is upwards of 1,000.



**Medford Hotel**, B. Prickett, Proprietor, Main Street.—Medford for its size has more good hotels than any town in Burlington County, and one of the prominent houses of this class is the Medford Hotel, the subject of this editorial. It is a large frame building of two-stories high and is comfortably furnished and well kept, all the floors being nicely carpeted and the house well warmed. It has been forty years established and since its first opening, has been destroyed by fire and rebuilt and is now clean and fresh and a highly popular favorite with most of the business men visiting Medford. It sets an excellent table and its rates are very moderate for its solid comforts. Mr. Prickett, the genial and popular host, is an old townsman and a native of Burlington County.

**Burlington County National Bank**, Main Street.—In 1837 this old and solid banking house was established, and being over forty-five years in existence has won one of the most reliable and solid reputations of the financial establishments of the country. The banking house is one of the best built and protected of the city, has a time lock and fire and burglar-proof safes and is never left unguarded, day or night. Its capital is \$100,000 and the surplus fund \$20,000, with undivided profits of \$15,000. Its affairs are under the general management of a board of directors, composed of the leading and solid business men and capitalists of Burlington County. F. C. Doughten, Esq., a native of the county, is President, and J. Oliphant, Esq., Cashier. He also is a native of the county and has been cashier of the bank from the date of its opening in 1837.

**A. M. Ballinger**, Dry Goods, Groceries, Hats Caps, Boots and Shoes, etc., Union Street.—Mr. Ballinger, who is a native of Burlington County and an old resident of Medford, made his inception thirteen years ago among the mercantile community and founded his present enterprise. The store occupied is a large, prominent frame building, two and one-

half stories high, 22x40 feet in extent and well fitted and equipped for the trade. The stock carried bears a representative value of \$4,500 and chiefly consists of a full line of fine, fancy and family groceries, canned goods, flour, provisions, dry goods, notions, boots and shoes, hats and caps, fancy trimmings, queensware, and clothing made to order. The trade done is extensive and extends over a wide section of Medford Township, the annual sales made being estimated at \$17,000. Mr. Ballinger was at one period Collector of the Township, a post which he held for five years.

**Anderson & Brother**, Stoves, Ranges, Tinware, etc., Main Street.—Five years ago these practical tin and sheet-iron workers founded the only house engaged in their line of the industries of Medford and have succeeded in holding the entire trade ever since. The store building is a leading one of the town, 25x50 feet in extent and is well located on the Main Street. The stock held is estimated at a value of \$5,000 and is composed of a full line of every article in plain and stamped tin and sheet-iron ware, besides a fine line of every class of cooking and heating stoves, ranges and self-feeding stoves, tea kettles and stove hollowware. Sales are at the rate of \$15,000 per annum, the trade done reaching all over Burlington County. The individual members of the firm are J. W. Anderson and M. C. Anderson, both of whom are natives of Burlington County and gentlemen of the highest character as business men and citizens.

**James K. Asay**, Wagonmaker, End of Main Street.—This industry was started in 1881, and a frame building, 16x20 feet in extent, is fitted up with the best modern appliances and tools for the trade. Repairing, painting and upholstering carriages is made a specialty and nearly all the work is on order from customers. Mr. Asay is a thorough practical wheelwright and a native of Burlington County.

## ALLENTOWN.

This is a village of about 1,100 population, located in the southeast section of Monmouth County, on the border of Mercer County and midway between two lines of railway. It is in the midst of an unsurpassed agricultural productive section of the county, renowned for its rich grapes, fat hogs and poultry, corn, grain, truck, sweet potatoes, etc., all of which are chiefly shipped to New York and Trenton markets. It is one of the oldest towns in the State, and for the want of railroad facilities, has not been progressing in trade like others of her near sister towns, differently situated. The citizens are mostly composed of a wealthy, retired, farming community, who live upon their money.

Allentown has one of the finest water-powers in this section of the State, which is utilized but to a small extent, as yet, for manufacturing purposes. Capitalists disposed to invest in manufacture, would find it difficult to get better advantages than are found in the village of Allentown.

There are six churches, graded school, tannery, two grist-mills and a creamery. Allentown is ten miles from Trenton, eight from Bordentown, eight from Hightstown, two and a-half from Inlaystown and three and a half from Newtown, and has some of the largest and most extensive mercantile stores in the county, her merchants being of a high order.

**Wm. R. Savidge**, Harnessmaker.—Mr. Savidge succeeded to the trade founded over three-quarters of a century ago by his family. The stock carried bears a representative value of \$1,200, and is composed of a fine line of heavy and light harness, whips, collars, horse cloths, rugs, robes, and every article in the

trade. The sales will reach \$5,000 per annum, a large farming patronage being held. Three experienced hands find constant work in all the departments of the house. Mr. Savidge is a native of Monmouth County, and a thorough, experienced, practical harnessmaker.

**Anthony Maps, Carriage and Wagonmaker.**—Mr. Maps has shown a spirit of enterprise in founding one of the most extensive carriage and wagon making establishments in his section of the country. He is a native of Burlington County, and twelve years ago established his present industry, and has now one of the most complete factories in his branch of trade. The building occupied consists of blacksmith, wood, paint, furnishing and trimming shops, all of 25 feet square, and show room, 25x40 feet, varnish room, 20x25 feet, and store for wood, etc., 50x75 feet in dimensions. The stock carried is limited, as the work done is chiefly on order. Sales are at the rate of \$20,000 per annum, the trade done covering the four adjoining counties. All the work done in the house is of the finest quality for durability, workmanship and finish, and the utmost satisfaction is given. Twelve experienced mechanics find constant employment all the year. Mr. Maps is a genial gentleman, and one of Allentown's thorough, active and live citizens, and highly esteemed by all.

**Allentown Creamery Association:** President, Josiah Robbins; Secretary, Charles Cafferty; Treasurer and Superintendent, A. A. Taylor.—This is one of the new enterprises of Allentown and is the only one, with a single exception, yet founded in this rich, fertile grass and milk-producing section of Monmouth County. Though but one year in operation it has made considerable progress and success, the products of the creamery finding a ready market in Philadelphia, New York, Trenton and Bordentown. The creamery is a new three-story frame building and is specially planned and built for the business, being fitted with Marquis' patent vats and Blanchard patent churn, and all are in the sweetest and neatest order. The premises are heated by steam and the machinery is worked by an engine of eight-horse power. The office of the company is 10 x 14 feet and the creamery is 32x64 feet in extent. Five thousand barrels of milk per day is the quantity taken, producing one hundred pounds of butter and four hundred pounds of cheese. The business is under a regular Board of Management, at the head of which Josiah Robbins is President, a prominent land-holder and producer; Charles Cafferty, Secretary, a native of Monmouth County and an extensive farmer; A. A. Taylor, Treasurer and Superintendent, a native of New York, and has resided in New Jersey forty years and is a prominent land-holder and producer in this county. The butter and cheese made in the creamery is of the finest quality and commands the best prices of the market.

**George Middleton, Tanner.**—In 1839, Mr. Middleton founded his tannery here, and during this time, nearly a half century, he has continued as its proprietor. The tannery covers nearly one acre of ground, and the buildings are of frame, and comprise the beam house, 16x17 feet, crane shop, 20x30 feet in extent, with two bark mills and a back shed. The capacity of the tannery is 3,500 hides per year, and the manufacture is of harness leather, the products being all shipped to New York where they find a ready market. There are thirty tan vats, three limes, three bates, one pool, and eight experienced hands are permanently employed in all the different departments of the tannery. Mr. Middleton is a native of Philadelphia, but came here when quite a young man. He has thirty acres of very fertile and productive land in connection with his tannery.

**Union Hotel, W. D. Konover, Proprietor, Main Street.**—A good, comfortable hotel to any town is the best evidence of its prosperity, and one of the most important institutions to the entire community. Mr. Konover realizing this fact, established the Union Hotel here seventeen years ago, and has made it the leading one of Allentown. It is a fine frame edifice of two stories high, having an extensive frontage on the Main Street. There are ample accommodations for thirty-five guests, and all its rooms are well kept and comfortably furnished. It has good bar and billiard room and reception parlors, and offers superior advantages for commercial men. Large stabling is attached. An excellent table is kept, and all the solid comforts for the inner man are provided at very moderate rates. Mr. Konover is a native of Mercer County, and a general favorite with his guests and highly esteemed as a citizen.

**Hugh Magee, Boots and Shoes, Hats, Caps and Gloves, Main Street.**—Over a period of twenty-one years ago Mr. Magee established this house and has devoted his life to its progress ever since. The store is one of the most prominently-located in the town and is a frame building of 18x25 feet in extent and well equipped for the business. The stock consists of a full line of hats, caps, gloves, boots and shoes of every class of make for ladies, misses and children and men, of heavy and light quality and of the best materials and workmanship. He is also a manufacturer of men's fine and coarse boots and shoes. Sales are at the rate of \$2,500 per annum. Mr. Magee is a native of Ireland and emigrated to America in 1856. Settling in Allentown, he has passed the best part of his life in the development and progress of its trade and is now one of her most esteemed citizens.

**Albert Leming, Manufacturer of Fine Cigars, and Dealer in Cigars, Tobacco and Smokers' Supplies, Main Street.**—Mr. Leming five years ago began his trade here and is now one of the most prominent representatives of his line. The stock carried is limited to the demand, and consists of a choice assortment of fine brands of cigars, tobacco for smoking and chewing, and smokers' articles. Mr. Leming is a practical cigarmaker and generally manufactures 7,000 per month. He is a native of Monmouth County, and is well esteemed as a business man and citizen.

**Mrs. A. M. Bergen, Milliner.**—For the past fourteen years Mrs. Bergen has been established, and now has the most prominent millinery house in this section of Monmouth County, having a large and successful line of custom over a wide section of the surrounding country. The stock carried consists of a superior and fashionable assortment of fine millinery, all of latest design and style and best class of goods got of the largest wholesale metropolitan houses. Sales are at the rate of \$2,500 per annum.

**S. C. Davis, Jr., Merchant Tailor and Dealer in Wool and Cigars.**—Thirty-eight years ago Mr. Davis began his enterprise here, and is now one of the oldest and most prominent members of the community and one of the most respected citizens of Allentown. The stock carried is limited to meet immediate demand; the trade done being chiefly custom work. The best fits are guaranteed and prices are at the very lowest living rates. Mr. Davis is a native of Camden County and has taken an active part in the progress of the trade of Allentown.



**Hankins & Bunting, Dry Goods and Notions, Boots and Shoes, Groceries and Provisions, Flour, Lamps, Glassware and Crockery.**—Nine years ago these enterprising merchants established one of the most prominent business enterprises of Allentown, and have now advanced to the front ranks of the representative traders, occupying one of the finest establishments of the town. They occupy a large frame building of three stories high, 25x60 feet in extent, and the stock carried bears a representative value of \$8,000. It is composed of a superior line of dry goods and notions, boots, shoes, straw goods, fine groceries, flour, provisions, lamps, crockery, glassware, and many other articles common to a house of this nature. Sales are at the rate of \$25,000 per annum, the trade done extending over the surrounding country. The copartners are Mr. Hankins, a native of Monmouth County, the present Town Clerk and District Clerk of Schools, and D. M. Bunting, also a native of Monmouth County. Both gentlemen are among the most prominent of the citizens, and identified with the progress of the trade and prosperity of Allentown.

**J. A. Clayton & Son, Dealers in Furniture, Frames, Oils and Paints, and General House Painters.**—These enterprising and thorough business gentlemen are the only ones engaged in the furniture and frame business in Allentown, and have been four years so engaged. The furniture factory is a large frame building, of two stories high, 18x50 feet in extent, and contains workshop, ware-room and store-room. The stock carried is estimated at \$2,500, and consists of a nice assortment of household furniture, bedsteads and parlor

suits, etc., with a fine line of frames for pictures; also, paints and oils. The sales are extensive and cover a wide section of the surrounding country. The firm is composed of J. A. Clayton and his son J. H. Clayton, both natives of Monmouth County, and much esteemed among their fellow-townsmen.

**C. R. Hutchinson, Dry Goods, Groceries, Provisions, Oil-cloths, Trunks, Carpets, Window Shades, Notions, Boots and Shoes.**—One of the representative houses of Allentown was founded by Mr. Hutchinson over twenty one years. He occupies a two-story frame building, 22x90 feet in dimensions, well located in the centre of the business street, and fitted in a superior style for the trade. The stock is valued at \$12,000, and is composed of a full line of fine staple dry goods, notions, boots and shoes, oil-cloths, trunks, carpets and window shades, groceries and provisions. Mr. Hutchinson is a native of Mercer County.

**J. C. Vanderbeck, General Merchandise.**—Mr. Vanderbeck has been established for the past thirty five years. His house is well stocked with general merchandise, and the drug store attached and under the one roof, is filled to repletion with the choicest drugs, medicines, paints, oils, glass and a superior assortment of fancy goods and toilet articles. A specialty is made of prescriptions, they being compounded in the most thorough manner, the proprietor having a diploma from the State Board of Pharmacy. The building occupied is a large double store of three stories high, 25x55 feet in extent, in which the post office is located.

## FREEHOLD.

The town of Freehold is located on elevated land, on the Freehold and Jamesburg Railroad, which connects it directly with the New Jersey Southern Central Railroad of New Jersey, Camden and Amboy, and the Philadelphia and New York (through line) Division of the roads leased by the Pennsylvania, and is thirty miles distant from Trenton.

The village properly dates its origin from the period when the county courts were first held here, in 1735, and in olden times was known by the appellation of "Monmouth Court House." A short time after, the first court house was erected, being located just in front of the site of the present one, near the street. It was of antique architecture, of wood, had a peaked roof, and the main body of the structure was clap-boarded with shingles. Freehold will ever be memorable in American history, on account of one of the most sanguinary battles of the Revolution being fought in its vicinity, the battle of Monmouth, June 28th, 1778. At this battle, history records that Washington accused General Lee of treachery, or "ill-timed prudence," in rather strong language, and his presumed attitude at the time of accosting Lee is perpetuated in his equestrian statue at Washington City. Another incident connected with the battle has also become historic: In the beginning of the contest, Molly Pitcher was carrying water from a spring to her husband, employed in assisting to load and fire a cannon, when he was killed before her eyes. An officer came along and ordered the gun to be put out of the way, but Molly took her husband's post and faithfully performed its duties. Congress, as a reward, voted her half-pay for life.

Freehold is situated in the midst of excellent farming land, and the business of the town is derived from the immediate vicinity. It has considerable local trade, two National Banks, two weekly newspapers, *Inquirer* and *Democrat*, six churches, a large public school, two private schools and three hotels. A handsome court house stands in the centre of the Main Street, which replaced the old court house, that was destroyed by fire in 1873. The town is fifty-five miles from New York, sixty-five from Philadelphia, and nineteen from Long Branch. Population, 4,302.

**G. S. Conover & Co.,** Druggists and Pharmacists, Books, Fancy Stationery, Cutlery, etc., Main Street.—The druggist and pharmacist is one of the most important branches of industry that any city or town can possess, for they carry in their hands the cures for the ailments and complaints to which the flesh is heir, and many other commodities essential to every member of the community. In 1869 Messrs. Conover & Co. established their present enterprise, and by strict adherence to the demands of the business, have built up a desirable and rapidly-increasing trade. The store occupied is a three-story brick building, 25x75 feet in extent, and is one of the best fitted and appointed pharmaceutical establishments of Freehold. The stock carried is valued at \$6,000, and comprises a fine assortment of choice, fresh drugs, medicines, books, and fancy stationery, toilet articles, cutlery, etc. The annual sales reach a large figure, and the patronage is drawn from nearly the entire county. Prescriptions are compounded in the most careful and accurate manner, and none but the purest drugs are used. The firm is composed of G. S. Conover, a native of Monmouth County, and W. B. Duryee, a native of the State of New York, both of whom are gentlemen among the most prominent of the community of Freehold. The firm, G. S. Conover & Co., is a representative one, prompt and reliable in all their relations.

**J. N. Sharewood,** Dealer in and Manufacturer of Boots and Shoes, Main Street.—The boot and shoe industry is one of the most prominent of the various trades of Freehold, and one of the leading representatives of it is the gentleman to whom this editorial is given. He is a native of Monmouth County, and has been established here for the past eight years, in the sale of boots and shoes, and now has an extensive line of custom trade. The store is a frame building of 15x50 feet in extent, well located on the Main Street, and nicely fitted and furnished for the trade. The stock carried is valued at \$3,000, and is composed of a fine line of heavy and light make of boots and shoes of the best quality, finish and workmanship. Sales are at the rate of \$8,000 per annum, the trade done covering a wide range of Monmouth County. Two experienced hands are engaged for the making of work to order.

**D. C. Perrine,** Dry Goods, Groceries, Boots and Shoes, Clothing, etc.—Mr. Perrine has been established in his line of business for fifty-three years, and has probably been longer engaged in mercantile life than any one in Freehold. His store is a large brick building of three stories high, 34x100 feet, with a rear building, 25x30 feet in extent and basement, all of which is used for the storage of goods. The stock carried reaches a value of about \$50,000, and is composed of an extensive line of dry goods, notions,

clothing, boots and shoes, flour, feed and provisions and a general stock of merchandise of every class. The sales are at the rate of \$150,000 per annum, the trade done covering the three adjoining counties. Twelve experienced clerks are regularly employed throughout the different departments of the house. From the long life spent in the progress of trade and the development of the industries of Freehold, Mr. Perrine has few equals and no superior as a merchant or citizen in social or commercial rank. He is a native of Monmouth County, and widely known for his integrity and enterprise.

**American Hotel,** Wm. Davis, Proprietor, Main Street.—The American Hotel is the leading hotel of Freehold, and has long held a firm hold on public patronage from its superior good management, especially since its proprietorship was assumed nine years ago by Mr. Davis, its present popular and genial host. It is a spacious frame building of three stories, with thirty-two rooms, and is located in the centre of the town, just below the Court House. It is comfortably furnished from attic to basement. There is a large bar and billiard room, excellent commercial sample rooms, and an unexceptional table is provided, the management being characterized by the courtesy and good judgment on the part of all. Mr. Davis is a native of Burlington County, and has for many years held a popular rank among his fellow-townsmen and also among the popular hotel operators of this section of New Jersey.

**James J. Conover,** Seeds, Agricultural Implements, Lime, Guano, Coal, Hardware, etc.—About fifteen years ago this gentleman established the above business, and is now one of the leading and most extensive merchants engaged in his line in Freehold. He is a native of Monmouth County, and has built up a wide connection over the entire surrounding country. The store occupied is a frame building of two stories, 24x60 feet in extent and fitted in the best order for the requirements of the trade. The stock carried is estimated at \$2,000, and is composed of a full assortment of field and garden seeds, agricultural tools and implements, hardware, Gordon's condimental food for cattle, hogs, horses and poultry, lime, guano, bone phosphate, coal, etc.

**James J. Pettit,** Dealer in Groceries and Provisions, etc., Main Street.—Mr. Pettit, a native of Monmouth County, founded his present enterprise five years ago, and built up an extensive connection over the surrounding country. His stock is estimated at \$2,500 and is composed of a superior assortment of fine family groceries and provisions, teas and coffees; sales are at the rate of \$12,000 per annum. Mr. Pettit is a gentleman of thorough business experience and a first-class judge of goods.

## MATAWAN.

This is a charmingly located town, and is situated in the northwestern section of Monmouth County. It presents great advantage as a manufacturing point, having ample water-power and steamboat and railroad facilities for transportation to all points east and west for its products. It lies in the midst of a fine agricultural section renowned for its fruit, berries, grain and other products, which are shipped to the New York markets.



It lies on the Freehold and New York Railroad and on the Long Branch Railroad, and is twenty-seven miles by steamer and twenty-nine by rail from New York. It is a favorite place for summer visitors who find here many quiet enjoyments that make life pleasant during the warm months. The Glenwood Institute, a most excellent school, is located here, and is well patronized.

Of late years Matawan has made considerable progress in its commercial and manufacturing establishments, and has greatly increased in importance in both the mercantile and producing industries. Located here are two fine potteries, one large canning factory, paint works, five churches, two graded schools, a weekly newspaper, the *Journal*, a National Bank, three hotels, and a large public hall. It is distant from Freehold eleven miles, two and one-half from Keyport, and seven from Red Bank. There is a large local trade, and a valuable shipping trade in the products of the surrounding district, including those of agriculture, fishing and manufacture. Population, census of 1880, 1,437.

**Frank H. Slater**, Drugs, Medicines and Fancy Toilet Articles, Prescriptions a Specialty.—The establishment to which Mr. Slater succeeded two years ago had been for sixty years founded under its former proprietors, and it is now the oldest drug store in the county. Mr. Slater is a native of New York State and is a practical pharmacist, having received his diploma from the State Board of Pharmacy of New Jersey. He makes a specialty of compounding prescriptions, using none but the best drugs and giving them accurate and considerate attention. The store occupied is a fine brick building, 30x70 feet in extent, and is one of the most prominent of the town. The stock carried is composed of a full line of choice family medicines, toilet articles, fancy goods and the numerous other articles common to a well-stocked establishment of this character. Sales are extensive the trade done taking a wide range over the surrounding country. He gives particular attention to the introduction and sale of a preparation, known as the "Balm of Roses," which has given very general satisfaction wherever used. Mr. Slater is a gentleman of thorough practical experience and is one of the most prominent of the community of Matawan, esteemed for his high social qualities and commercial standing.

**William D. Bailey**, Dealer in Sash, Doors, Scroll Sawing, Baskets, Paints, Oils, Mirrors, etc., Main Street.—One of the most comprehensive manufacturing establishments in this section is that of William D. Bailey, who, although a native of New York, has long been an esteemed citizen of Matawan. In the manufacture and display of his wares, he occupies a mill, 20x60 feet in extent, a factory, 100 feet wide and 120 long, and a store-room having a ground area of 600 square feet. All of these are admirably fitted with the latest appurtenances in the line of machinery, etc., and give employment to twenty-three experienced hands. The establishment may be said to enjoy a monopoly, since it is the only one of its kind in Matawan and vicinity. The annual business largely exceeds \$18,000 and extends over a wide area. A specialty is made of fruit baskets, boxes and crates.

**C. S. Bucklin & Co.** Canning Factory; salesrooms, 229 Washington Street, New York.—Four years ago this enterprising firm established their canning factory here, which is one of the prominent industrial institutions of Monmouth County, and one of great local benefit to the town of Matawan, giving employment to a force of 140 hands during the canning season. The factory is a new brick building, two stories high, 42x95 feet in dimensions, the can-making department being on the second floor, which is 30x100 feet, and here 600,000 cans are made annually. The

machinery of the factory is worked by a steam-engine of five-horse power, with a boiler of sixty-horse power. The goods are shipped almost as soon as made, mostly to New York, and from that point over a wide section of the surrounding country. The production of these works will reach about \$50,000 per annum. The members of the firm are C. S. Bucklin, the resident partner, and a native of Albany in the State of New York, and W. H. Cohen, of New York City. The goods canned are beans, tomatoes, asparagus and squash. A leading feature of the manufacture here is its cleanliness and the great neatness and care taken in the canning and packing of the goods.

**Dunn, Dunlop & Co.**, Stone and Earthenware, Pottery, Snuff Jars, Drain Tiles, etc.—The pottery established by this firm is the leading one of its class in Monmouth County, and was founded in 1852. The chief manufacture is in stone and earthenware, snuff jars, drain tiles, etc., and these are of the finest class and finish, and of the strongest make, the greatest care being observed in the kiln drying, baking, etc. The pottery is a large frame building, 25x70 feet in extent, with several sheds for storage, the entire covering an area of about 1½ acres of ground, the whole employing fourteen hands, the united wages amounting to \$6,000 per annum. There are two baking kilns, and drying and cooling rooms. The pottery is fitted with the best description of machinery, which is operated by a steam engine of twelve-horse-power. The stock carried at different periods runs from \$3,000 to \$6,000, and sales are extensive, the manufacture being well known for its solidity and fineness of finish. The firm is composed of E. A. Dunn, a native of Mercer County, W. A. Dunlop, a native of Monmouth County, and Josiah Vanschoik, a native of this county.

**David A. Bell**, Representative, Second District, Monmouth County.—Hon. David A. Bell, Representative from the Second District of Monmouth County, was born at Matawan, March 16th, 1841, and is the editor and proprietor of the *Matawan Journal*. In the session of 1877, he was Private Secretary to Leon Abbott, President of the Senate, and in the following year acted in the same capacity to Hon. George C. Ludlow, then President of the Senate and now Governor of New Jersey. He was elected to the House of Assembly from the Second District of his county, which comprises Atlantic, Holmdel, Marlboro', Ocean, Wall, Matawan and Neptune Townships, in 1880, by a majority of 1,300. In 1881 he was elected to the Legislature, and occupied a very prominent position during the session of 1882. Mr. Bell is a very highly esteemed citizen of his town and county, and a successful legislator and journalist.

**Sidney Walling, Harnessmaker.**—Mr. Walling is one of the oldest representatives of his line of the industries of Matawan, and has been established for over a period of thirty years. He is a native of Monmouth County, and one of the most respected of his fellow-townsmen. The store occupied is a frame building, 25x50 feet in extent, and is furnished with all the latest modern tools and appliances for the trade. The stock carried is estimated at \$2,500, and is composed of a fine assortment of heavy and light harness, whips, collars, horse clothing, nets and blankets. Sales are at the rate of \$5,000 per annum, the trade done covering a wide section of the surrounding country. Two experienced hands find constant employment throughout the year, and repairing and oiling is a leading specialty, and all work done is guaranteed to give the fullest satisfaction, being made of the very best materials for durability.

**Matawan House, C. L. Croxson, Proprietor.**—A hotel deserving high rank among the numerous houses of entertainment in this country is the Matawan House of which Mr. C. L. Croxson is the genial proprietor. Mr. Croxson is a native of Monmouth County, and has for many years been engaged in the hotel business, having had charge of hotels at Long Branch and other seaside resorts, previous to November, 1881, when he established his present enterprise. The hotel is a cosy three-story frame building, containing forty rooms. An elegantly-appointed billiard-room, a bar supplied with the choicest liquors under the charge of an efficient assistant, and a dining-room, whose tables are always groaning under the choicest of viands, are in the rear of the first floor. The bedroom accommodations are first-class, and a general home-like air pervades every department. A marked feature of the house is the unusual number of modern improvements, such as gas, hot and cold water baths, bells connecting with an annunciator in the office, etc., contributing greatly toward gaining it its high standing as the best hotel in the town. Special rates are offered to commercial travelers, and every possible attention is given to the comfort and convenience of all guests. A stage is kept to meet all trains. The stabling accommodations are very superior, large sheds and stables being provided for the accommodation of horses, carriages, etc.

**C. W. S. Baldwin, Dentist, Main Street.**—Few professions require in their exercise as much skill and delicacy of touch as that of dental surgery, and few men ever obtain great eminence on account of the many qualities requisite. Accordingly those who

achieve success are deserving of attention, since here success naturally presupposes merit. Such an one is the gentleman whose name forms the caption of this article, and whose elegantly appointed dental rooms are located on Main Street. All the latest appliances of the art are used by Mr. Baldwin, and his work defies criticism. The fact that many ladies and gentlemen wear sets of teeth manufactured by him, that are supposed by all to be natural, vouches for the excellence of his work in this line. Special attention is paid to filling teeth, Mr. Baldwin having no superior in this branch in a wide circuit.

**Matawan Journal, D. A. Bell, Editor and Proprietor.**—This live and ably-edited journal has been established for the past thirteen years, and is the only newspaper in the town. It is a weekly sheet of twenty-eight columns, of independent politics, having a wide circulation, and is a popular advertising medium. The building occupied is a frame of 18x35 feet in extent. There is a fine job office attached, fitted with the best presses and cases of type for the job printing business and the paper. The best description of plain and ornamental job work is done at most reasonable rates. Hon. David A. Bell, the editor and proprietor, is a native of Monmouth County, and has been for two years a member of the Legislature, and is one of the most prominent of the community of Matawan.

**E. S. Warne, Manufacturer of Paints, one and one-quarter miles from Matawan.**—Three years ago, Mr. Warne, who is a native of Warren County, came to this community and founded his present paint works, which gives employment to nine hands. There are three buildings, one of frame and brick, 20x50 feet, one-story frame, 13x50 feet, and one of 20x100 feet in extent, the whole covering five acres of ground. The stock carried is estimated at \$2,500, and is composed of a varied assortment of paints of all colors. Sales are at the rate of \$50,000 per annum. Mr. Warne is one of Matawan's most respected townsmen.

**Dayton T. Manning, Marble Works.**—Mr. Manning is one of the oldest and most experienced marble-cutters of Monmouth County, and founded his establishment twenty years ago. The building is of frame, 25x50 feet in dimensions, and on the Main Street. The stock is limited, the chief trade being from custom work. Mr. Manning is a native of Middlesex County.

## KEYPORT.

Keyport is an incorporated town, with a population of about 3,000 inhabitants, and is located on the Freehold and New York Railroad, in the northern part of Monmouth County, on Lower Raritan Bay. It is an important point of attraction as a summer resort, affording a splendid view of the Narrows, Staten Island, Sandy Hook and the ocean, and on a clear, pleasant day a view of the wide expanse of water, with the points named in the background, and the numerous sails in the foreground, is very charming. The bay affords excellent fishing and sailing, and the popularity of the place is rapidly increasing.



The chief trade of the town is its large export of oysters to New York, and ship building; a number of vessels of varied tonnage being annually built at the yards here. A fine agricultural productive country extends for a radius of ten miles from the bay, and large quantities of truck, berries and farming products are shipped to the New York markets. The town was first settled in 1830, and in 1870 was incorporated, and has now many very fine commercial brick business houses and handsome residences. The streets are broad thoroughfares, and are kept in most excellent condition. There are ample railroad and steamboat facilities for transportation of passengers and freight to all points, two steamers plying to New York daily, giving a delightful trip on the bay of about two hours, and by rail, via Matawan, where connection is made, the run being about one and a quarter hours. Keyport has six churches, two newspapers—*N. J. Enterprise* and *Weekly*—one graded school, three excellent hotels, numerous boarding-houses, and many elegant private villas.

**Strickland & Templeton**, Manufacturers of Porcelain, Mineral and Jet Door Knobs, Bell-Pulls, Escutcheons, etc., with Silver-plated, Bronzed and Japanned Mountings.—These enterprising gentlemen are the only ones engaged in this branch of industry in Monmouth County, and for the past two years they have been established in Keyport, the products of their trade being all shipped to New York. Their factory is a fine frame building, two stories high, 20x55 feet in extent and fitted with modern machinery, tools and appliances. The stock carried is limited, for almost as fast as it is made it is shipped to the New York dealers, and only about \$1,000 at a time is held, the sales being about \$1,000 per month. Silver-plating and locksmithing is made a specialty. The firm is composed of J. M. Strickland, a native of the State of New York, and John Templeton, a native of Canada. These gentlemen have a thorough, practical experience in their business and are highly respected by their fellow-townsmen.

**"New Jersey Enterprise"** and Job Printing Office, Armstrong Brothers, Proprietors.—The *New Jersey Enterprise* is a twenty-eight-column journal, published weekly and has a wide circulation throughout the county. A fine job printing office is attached, where the best class of plain and ornamental job work is done at the very lowest rates. The members of the firm are Fred. F. and Alonzo R. Armstrong, both gentlemen being natives of New York State.

**A. Salz & Co.**, Dry Goods, Clothing, Notions, Boots and Shoes, Hats and Caps, etc.—One of the oldest houses in the above business was founded sixteen years ago by A. Salz & Co., who have ever since devoted their energies to the development of the trade, and have made it a decided success. The store building is of brick two stories high, 40x80 feet in extent, and is one of the finest establishments in Keyport. The stock is composed of a full line of ready-made clothing, dry goods, hats, caps, boots, shoes, etc., and will reach a valuation of \$30,000. The sales of this extensive house will aggregate \$75,000 per annum, the trade done being derived from the town and surrounding country. Mr. Salz is a native of Austria, and gives employment to twenty-five hands, the greater number of whom are engaged in making clothing to order. A specialty is made of fine French millinery.

**J. H. Conover**, Hardware, Paints and Oils, Stoves and Tinware, Chandlery, etc.—This enterprising gentleman, though only three years established in his present enterprise, has made the most marked and rapid progress, and is now one of the leading and most prominent representative merchants engaged in his line in Keyport. The store is located on the principal business thoroughfare, and is a large frame building, 30x140 feet in extent, well fitted and fully equipped for the trade. The stock carried is a full and comprehensive assortment of hardware, stoves, tinware, paints, oils, chandlery, etc., etc. Four experienced clerks find constant employment in making up goods to order and waiting on patrons. Mr. Conover is a native of Monmouth County, and one of the most esteemed of the merchants and citizens of Keyport.

**John Templeton**, Dry Goods, Fancy Goods, etc., corner Atlantic and Front Streets.—Six years ago Mr. Templeton founded the business in which he is now engaged, and is now one of the most extensive merchants engaged in Keyport. The store is a fine frame building, 25x40 feet, and is one of the best located and appointed of its class in the town. The stock carried is valued at \$5,000, and is composed of a full line of dry goods, notions, fancy goods, millinery and ladies underwear; sales will reach \$2,000 per month. Two experienced clerks find regular employment. Mr. Templeton has added the agency of the Universal Fashion Company's Perfect Fitting Patterns to his business. He is a native of Canada, and is regarded by all who know him as one of the most progressive of the merchants of Keyport.

**F. D. Woodruff**, Dealer in Watches, Clocks and Jewelry, Front Street.—A good practical watchmaker and jeweler is one of the most necessary branches of the industries of any town, and Keyport is well represented in this line by Mr. Woodruff, who has been established twenty-three years in his present enterprise. The store building is of frame, 30x47 feet in extent, and the stock carried comprises a well-selected assortment of fine jewelry, watches and clocks. Repairing of all kinds is done, and a large connection has been formed all over the surrounding country.

## RED BANK.

This important business town is located in Shrewsbury township, Monmouth County, and is pleasantly situated on the Navesink River, about five miles from the ocean. Its name is derived from the color of the soil of the bank on which the town is built. The township of Shrewsbury was first settled in 1664, and was incorporated in 1798. By charter, dated March, 1870, Red Bank was incorporated, and during the last five years it has made very rapid progress, in both population and business. During the Revolutionary war, one of the most important battles fought on the New Jersey soil, took place at this point.

The country surrounding is one of the richest in agricultural products, and two steamboats find ample freight to New York, daily, in the export of truck and every class of produce. The river at this point is broad, and is navigable for light-draft steamboats and sailing vessels. Its principal industries are farming, truck gardening and fruit culture. It has also become a favorite summer resort, many families availing themselves of the good hotel and boarding-house accommodations, spend here their entire summers. Red Bank, in point of location, surrounding scenery, beautiful drives, facilities for boating, sailing and fishing, has no equal on the New Jersey coast. It has one private and two public schools, six churches—Presbyterian, Baptist, Episcopal, two Methodists and one Roman Catholic; also four hotels and several cottages for boarders, two National Banks, a business college and two newspapers—the *Standard* and *Register*, the former established in 1852 and the latter in 1878. The New York and Long Branch Railroad and the New Jersey Southern Railroad pass through the town. Its local trade is very large, and its export trade in oysters and the various products of the Shrewsbury district is both extensive and valuable, as are also its manufactures, including a large foundry, a brush factory, a steam saw and planing-mill, etc. The air-line distance to New York is twenty-five and a half miles; Philadelphia, sixty-two and a half, and Long Branch, seven. Population, 2,684.

**W. S. Smock**, Harnessmaker, Front Street, opposite Globe Hotel.—Mr. Smock is a native of Monmouth County, and is one of the oldest established harness manufacturers in Red Bank, being nearly thirty years in the trade. He is a thorough, practical maker of every class of heavy and light harness, well known for their durability and strength and superior workmanship. The store occupied is a frame building, 18x30 feet in extent, and is fitted with the best modern tools and appliances for the trade. The stock carried is estimated at a value of \$2,000, and is composed of a general assortment of heavy and light harness of all kinds. Sales are at the rate of \$3,000 per annum, the trade done extending throughout the County of Monmouth.

**Patterson**, Cheap Cash Tailor, Front Street.—Mr. Patterson has been for the last five years, a leading and prominent representative of his line in Red Bank. He was in the late war, having enlisted in 1862 for three years, and served with credit in the Forty-eighth New York Regiment as Second Lieutenant, under Colonel Perry. The store occupied is a frame building, two stories high, 15x25 feet in extent, with a work-room in the rear. The stock carried is limited, as the greater part of the trade is on order. The sales are at the rate of \$5,000 per annum, the business extending over the greater portion of Monmouth County. Five experienced workmen are regularly employed in the making up of goods to order, and the best fits are guaranteed, all work done being of the best class. Mr. Patterson is a native of Monmouth County, and a practical and wide-awake merchant tailor.

**Phil. Stoffel**, Manufacturer of and Dealer in Fine Cigars, Broad Street.—Mr. Stoffel is a native of New York City, where he gained his experience as a cigar manufacturer, and three years ago commenced his present industry at Red Bank. He is engaged in the manufacture of fine cigars and sale of tobacco, cigars and smokers' outfits. The store occupied is a brick building, 25x50 feet in extent, with the cigar factory in the rear, both being well equipped for the trade. The stock carried is a full one, and is comprised of a fine assortment of cigars of favorite brands, tobacco, cigarettes, snuff and smokers' fancy articles. Two experienced hands are engaged, and ten thousand cigars are made monthly and are disposed of together with other favorite makes. Many of his brands are widely known for their superiority, and wherever introduced have resulted in establishing a growing trade. Mr. Stoffel thoroughly understands the business, both in the manufacture and the selection of the leaf, and his patrons can well rely upon his reliability.

**New Jersey Standard**, Broad Street.—The *Standard* is one of the leading journals of this section of the State, and is an ably conducted and handsomely-dressed paper of twenty-eight columns. It is independent in politics, and has been established for the past thirty-one years. It is a first-class advertising medium, having a circulation of 1,500. The business office is 35x65 feet in extent, and is furnished with the best fonts of type and presses, and gives employment to six hands. Attached is a first-class job office where the best plain and ornamental job work is done at the most reasonable rates.



**L. W. Sleeper & Co.,** Practical Decorators, Carpets, Oil-Cloth, Rugs, Window Shades, Paints, Oil and Glass, etc.—Within the past two years these enterprising gentlemen founded the leading branch of their line in Red Bank, and in this short space of time have succeeded in building up a large trade extending over a wide section of the country. The store occupied is a brick building of two stories high, 25x60 feet in extent and is one of the best fitted of its class and filled to repletion with goods. The stock carried is estimated at \$7,000, and is composed of a full line of paints, oils, glass, wall paper, carpets, oil-cloths, rugs, window shades, etc., and sales are now at the rate of \$10,000 per annum. The members of the firm are L. W. Sleeper, a native of Monmouth County, and A. Nelson, a native of Sweden, who has been fifteen years in the United States. Both gentlemen are prominent and practical experienced decorators and are the only exclusive house engaged in their line of trade in Red Bank. The trade is furnished at special prices and all work done is guaranteed in the best style and to give satisfaction.

**Richard J. Wardell,** Wholesale and Retail Dealer in Foreign and Domestic Cigars, Tobacco and Snuff, Broad Street—The tobacco and cigar industry in every city throughout the universe takes a prominent rank in commerce, and in Red Bank Mr. Wardell is one of its leading representatives. Four years ago he founded his present enterprise and has now won a leading rank and added a large line of custom trade to his business. The store occupied is a frame building, 12x40 feet in extent, and is well fitted up as a first-class establishment. The stock carried bears an estimated value of \$2,000, and is composed of a fine assortment of the choicest and favorite brands of cigars, tobacco and snuff, cigarettes and smokers' materials. His sales are at the rate of \$5,000 per annum, and this amount will be largely increased in the near future. Mr. Wardell is a native of the city of New York, and served in the late war as first sergeant in the Fifth New Jersey Volunteers, and was ten months a prisoner in the Rebel prisons. He is much respected as a business man and a citizen of Red Bank.

**Spinning & Patterson,** Dry Goods and Groceries, corner Front and Broad Streets—This leading and enterprising firm is one of the most prominent in Red Bank, and has been established for over a period of forty years. Mr. Spinning entered the enterprise and held it for seventeen years, and ten years ago Mr. Patterson was admitted to a partnership, forming the firm of Spinning & Patterson, and the business has been continued without interruption ever since. The store occupied is a fine three-story brick building, 30x100 feet in extent, and is one of the most extensive and best equipped in the town. The stock carried bears an estimated value of \$15,000, and is composed of dry goods, groceries, notions, white goods, ladies' underwear, etc., etc. This house disposes of about \$50,000 worth of goods annually, and have extended the trade throughout the entire surrounding country. The firm is composed of B. W. Spinning, a native of Monmouth County, and A. A. Patterson, also of the same county, and both of these gentlemen are among the most respected merchants and citizens of Red Bank. They purchase their goods in New York markets, and have built up their business to its present satisfactory condition by maintaining a uniform scale of low prices.

**S. Miller,** Boots, Shoes and Rubbers, 14 Broad Street.—A first-class boot and shoe establishment to so large and important a town as Red Bank, with its increased population in the summer season, is one of considerable importance to the public, where the best line of goods can be had, as they are in New York and other metropolitan cities, and such is the one Mr. Miller, in his enterprise, founded twenty-four years ago. The store is a large and well furnished brick building, 22x75 feet in extent, and is located in the best business section of the town. The stock carried comprises a full and complete assortment of ladies', misses' and children's boots and shoes of the finest quality of light and strong work; also men's fine hand-sewed work, which is made a leading specialty, the estimated value of which is \$12,000. Sales are at the rate of \$20,000 per annum. Custom work is done, and repairing is promptly attended to. Mr. Miller is a native of Germany and came to America thirty-eight years ago, and for the past quarter of a century has been the leading merchant in the boot and shoe line in Red Bank.

**Red Bank "Register,"** John H. Cook, Editor and Publisher, corner Broad and Front Streets.—The Red Bank Register is the only Republican newspaper published in Eastern Monmouth County, and has been established for the past four years. It is a well-dressed and ably-edited weekly journal of twenty-eight columns and the official organ of the Republican party, whose cause it warmly advocates. It has a wide and liberal circulation and is a first-class advertising medium. Attached is a fine job office, where the best work is turned off in plain and ornamental style, at the most reasonable rates. The office is admirably located, and is 35x100 feet in extent, fitted up and furnished with the best types and presses, and employing seven skilled hands. Mr. Cook is a native of Hudson County, was District Clerk of Schools for two terms, and one of the leading and most prominent men of Red Bank.

**R. F. Borden, D. D. S.,** Dentist, Broad Street.—With the highest qualification as a doctor of dental surgery, this prominent dentist has been established here during the last twenty years, and is at the head of his profession and one of the best known dentists of Monmouth County, of which he is a native. He occupies three elegantly fitted and furnished parlors on the best business street, and has four experienced assistants. He has an extensive patronage over the surrounding county, and is doing a large and increasing business. His parlors are fitted with all the modern scientific instruments for the profession. Dr. Borden is a skillful and accomplished practitioner in his operations with the forceps. His long experience in dental surgery is a sufficient guarantee of the ability he brings into execution in the treatment of those placing themselves under his care.

**S. A. Lockwood,** Drugs, Fancy Stationery and Toilet Articles, corner Broad and White Streets.—Mr. Lockwood, who is a native of Monmouth County, and a licensed pharmacist by the State Board, from which he holds a diploma, began business here thirteen years ago. The store is in a frame building, with dimensions of 18x45 feet, and is equipped as a first-class drug establishment. The stock is composed of a fine assortment of fresh family medicines, drugs, toilet articles and fancy stationery, and will reach \$4,000 in value, while the sales are \$10,000 per annum.

**Adlem & Cole**, Staple and Fancy Dry Goods, Groceries, Notions and Fancy Goods, Broad Street.—One of the most prominent of the leading enterprises of a town is that of the dry goods and grocery industry, for the catalogue of their merchandise is so extensive it embraces most of the necessities and luxuries of life. Among those so engaged in Red Bank is found the firm of Adlem & Cole, who are the leading representatives in their line of trade. Eighteen years ago they founded their extensive business and have ever since been identified with the progress of the trade of the town and are thorough merchants and business men. The store building is of brick, 35x105 feet in dimensions, and is one of the largest of its class in the town, and certainly one of the best furnished. The stock carried is estimated at \$18,000, and is composed of a first-class line of dry goods, notions, fancy goods, staple and fancy groceries, and everything common to a first-class establishment of this nature. In the selection of goods nothing has been omitted from the stock that would enhance the character of the house, and it is therefore one of the foremost in this particular line in the entire country. The sales will reach \$60,000 annually, and even this large amount will be much increased for the current year. The trade enjoyed is received from the town and surrounding country, and requiring the services of seven experienced clerks who find constant employment. Messrs. Adlem & Cole are among the leading representatives of the commercial community of Red Bank, and are the builders of their own fortune, having ascended the ladder of trade step by step, commencing on their reputation as men of honor and thorough business energy. The firm members are Isaac H. Adlem, a native of Monmouth County, and W. A. Cole, a native of Massachusetts, both of whom are practical to the business, and well calculated to manage successfully the extensive enterprise at which they are now at the head.

**A. Ludlow**, Ready-made Clothing, Hats and Gentlemen's Furnishing Goods.—This is one of the oldest establishments in its line in Red Bank, having been founded thirty-six years ago, and in this long period it has maintained a leading and prominent rank and formed a very extensive trade over a wide section of Monmouth County. The store occupied is a large brick building, 30x70 feet in extent, and is fully equipped as a first-class establishment. The stock carried is estimated at \$15,000 and composed of a full assortment of ready-made clothing for men, boys and youths, hats and gentlemen's furnishing goods. Four experienced hands find constant employment in the making up of goods to order and waiting on patrons. Mr. Ludlow is familiar with all branches of the business, and is a gentleman, energetic, pleasant and accommodating, commending himself thus to all who have business transactions with him. His reputation for reliability and fair dealing has already become well known, and it is a pleasure to commend him to the public.

**A. Coleman**, Watchmaker and Jeweler and Dealer in Guns, Pistols, Ammunition and Glass Balls, etc., 38 Broad Street.—It is over a period of twenty-seven years since Mr. Coleman founded his present industry and established one of the leading and most prominent jewelry and watchmaking houses in Red Bank. The store building occupied is of frame, 18x30 feet in extent, and fitted and furnished with every convenience in the way of attractive show cases,

etc., to successfully prosecute the trade. The stock carried is estimated at a value of \$4,000, and is composed of a fine line of fancy jewelry, watches, clocks, guns and pistols, ammunition and glass balls, etc. The business is not confined to Red Bank alone, but extends throughout a great portion of the county, and reaching an aggregate of about \$10,000 per annum. Mr. Coleman is a native of Massachusetts, and a thorough practical watchmaker and working jeweler, giving particular attention in his business to the repairing department. He is well known throughout the town as a pleasant, social gentleman, and merits the large trade which he now enjoys.

**John Sutton**, Manufacturer of and Dealer in Stoves, Heaters, Ranges, etc., 16 Broad Street.—About 1842, this old established house was founded and has been ever since one of the leading and most prominent of its class in Red Bank. It has one of the most extensive lines of custom over the best section of Monmouth County, of which Mr. Sutton, the proprietor, is a native. The store occupied is a large brick building, 28x78 feet in extent, and is one of the finest of its class in the town. The stock carried is estimated at \$10,000, and is composed of a fine assortment of stoves, heaters, ranges, tinware of every kind, glass and wood and willowware, lamps and housefurnishing goods. The sales are large and will reach about \$30,000 per annum. Seven experienced hands are regularly employed and repairing of every description and job work is promptly executed. Mr. Sutton is a self-made man and the architect of his own fortune, and is now among the most prominent of his fellow-townsmen in social and commercial life.

**James B. Weaver**, Merchant Tailor, Front Street.—In 1872, Mr. Weaver established the leading merchant tailoring house in Red Bank, and has ever since held a prominent rank in this branch of trade, and added an extensive country line of custom to his house. The store occupied is a two-story brick building, 25x50 feet in extent, and is well fitted and appointed for the business. The stock, valued at \$2,500, consists of a fine assortment of cassimeres, doeskins, cloths, piece goods and suitings from the best New York houses, to suit the seasons and tastes of all patrons, carefully selected for style and fashion. The business will reach \$10,000 annually, and his patrons comprise many of the best people of this community, who are particular in the matter of dress. Five experienced hands find constant employment in the making up of goods to order, and every satisfaction being guaranteed and first-class fits given. Mr. Weaver is a native of Monmouth County, and has gained a leading rank among his fellow-townsmen for his integrity as a merchant and citizen.

**John Cullington & Sons**, Manufacturers of Fine Cigars, and Dealers in Tobacco and Smokers' Materials, 71 Front Street.—Twenty-six years ago these enterprising gentlemen emigrated from England to America, and within the past eight years they founded their present enterprise. The store occupied is a two-story brick building, 13x50 feet in extent, with a factory attached in which two thousand cigars are made daily, employing four experienced hands. The stock carried is valued at \$3,500, and the sales are at the rate of \$1,500 per month. The firm is composed of John, William and S. J. Cullington, gentlemen of the highest integrity.



**Globe Hotel**, E. C. Richardson, Proprietor.—This old and favorite hotel, so well known to the summer resorters and commercial men visiting Red Bank, has within the past few months come under the management of Mr. Richardson. He is a well-known, popular and genial proprietor, who, since he assumed control of the Globe, has made great improvements and thoroughly remodeled and renovated it and put it into the most complete order. He keeps one of the best tables in Monmouth County, making this department a leading specialty in the management. The building is a large frame edifice, with an extensive frontage on the main business street, affording an attractive view of the Shrewsbury River and the landscape scenery of the country. It has fifty good chambers for guests, all of which are very comfortably furnished with the best beds, and the house has all the solid comforts of a home, and in addition to which the rates have been fixed at prices that are in every respect reasonable. A good livery is attached, and the best carriages and horses are furnished. Bar and billiard room, a large, roomy office and fine spacious dining hall, and ladies' and gentlemen's reception parlors are features of its advantages. From the proprietor to the most humble person in his employ, is received the most careful and exacting attention, and a guest is sure of the very best service at all times. Mr. E. C. Richardson is a thorough hotel operator, and recently gave up the Union House of Freehold to take the proprietorship of the Globe Hotel. He is a native of Burlington County and a popular host among his guests.

**W. T. Corlies**, Ready-made Clothing, Hats, Caps, Gentlemen's Furnishing Goods, etc.—In 1865 Mr. Corlies, a native of Monmouth County, founded one of the most extensive houses engaged in his line in Red Bank, now carrying one of the finest assortment of goods outside the city of New York. The store occupied is a fine brick building, 20x60 feet in extent, and is fully furnished and well appointed for the business. The stock carried is estimated at a value of \$12,000, and is composed of a superior assortment of ready-made clothing, hats, caps and gentlemen's furnishing goods. Sales are at the rate of \$25,000 per annum. Clothing is made to order, there being a merchant tailoring department attached and the best line of piece goods are on hand for selection; twelve hands find constant employment in the house, and satisfaction and thorough-fitting clothes is the aim of the house.

**Charles Twiford**, Manufacturer of Hair and Whitewash Brushes, Mechanic Street.—A leading industry of Red Bank and one closely identified with its most vital interests is the brush manufactory of Charles Twiford. The factory is a fine building of frame, two stories high, having a frontage of sixteen and a depth of thirty-five feet. The machinery is very complete and of the latest invention. Twelve skilled artisans, of extended and varied experience, find steady employment in the various departments. All goods are finished, ready for use, upon the premises, and such is the demand for them, are immediately shipped to the markets of the large cities. Consequently, although from thirty to forty dozen of brushes are manufactured each week, Mr. Twiford is able to keep but a limited stock. This establishment, the only one of its kind in Monmouth County and a wide circuit around, makes a specialty of the finer grades of goods. A special article of manufacture is a whitewash brush

invented and patented by Mr. Twiford, whose numerous excellencies have gained for it the reputation of being the best in the market. Mr. Twiford is a native of Delaware, but has long been a resident of Monmouth County, where in 1850 he established his enterprise. Thirty-two years of continued and advancing prosperity requires no comment, and is of itself a sufficient attest to the business qualifications of the gentleman.

**George W. Truex**, Harness, Saddles, Whips, Collars, etc., Front Street, opposite Allen's Block.—Mr. Truex is a native of the city of New York, and learned his trade in Freehold, and is a thorough practical and experienced harnessmaker. Three years ago he founded his present industry, and now takes a leading rank among the representatives in his line. The store occupied is a two-story frame building, 18x65 feet, well appointed and equipped with all the best tools and modern appliances for the trade. The stock carried is estimated at \$2,000, composed of a fine line of every class of heavy and light harness, saddles, whips, collars, rugs and robes. Sales will reach \$5,000 per annum, requiring the employment of three experienced hands. Those of our readers, in Monmouth County, desiring to secure the best quality of harness, for the least money, should call on Mr. George W. Truex. This gentleman for the past two years succeeded in carrying off the first prize for the best harness exhibited at the Monmouth County Fair, and is constantly making up and shipping to all parts of the State sets of his different styles of harness. Among those who have recently purchased harness at this establishment are Dr. Edwin Field, of Red Bank, a handsome set of English dog-cart harness; Thomas I. Guilford, of Tom's River, set of double carriage harness; D. W. Bedford, Seabright, and Charles G. Dennis, Red Bank, single sets, and a host of others.

**F. T. Chadwick**, Druggist and Pharmacist, Broad Street.—One of the leading drug stores of Red Bank is that of F. T. Chadwick, which has been established for over seventeen years. The store occupied is a frame building, 20x75 feet in extent, and is well fitted for the business. The stock carried will reach \$8,000, and is composed of a fine line of choice family drugs and medicines, fancy toilet articles, paints and oils. The sales are at the rate of \$30,000 per annum, the trade done extending over a wide section of Monmouth County. He is a licensed pharmacist from the State, and is one of Red Bank's most esteemed townsmen. Mr. Chadwick is a native of Monmouth County, and in the prosecution of his business brings into use the peculiar abilities that he possesses for this branch of trade. He makes a specialty of the prescription department, and guarantees the utmost care and pure drugs in the fulfillment of this service.

**R. C. Kirby**, Dealer in Harness, Whips, Brushes, White Street, near Broad.—Mr. Kirby is a native of Monmouth County, and two years ago made his inception in the harness trade of Red Bank, and in the short space of time since has gained a successful trade over the surrounding country. The stock carried is limited to meet immediate demands as the most of the work done is on order. Every class of heavy and light harness is made, and all work is of the best materials and warranted to give the fullest satisfaction.

**James Walsh**, Manufacturer of Sash, Blinds and Doors, Mechanic Street.—An important factor in the commercial well-being of the flourishing town of Red Bank, and one demanding fair attention at our hands, is the sash, blind and door factory of James Walsh, which is elegibly situated upon Mechanic Street, near its intersection with Broad. The factory is an extensive frame building, whose ground area is 2,500 square feet, and is admirably fitted up for the purposes of business. The machinery, which is of the latest and most approved make, is run by a steam engine of ten-horse power. A number of skilled and experienced workmen are employed, the force being increased according to the demands of the trade. The factory was founded in 1872 by Mr. James Walsh. His business, though established with a comparatively small capital and commensurate sales, has, during the past ten years, steadily assumed fairer proportions, the present annual receipts footing up into the thousands. The trade is very extensive, not only in Red Bank, but throughout Monmouth County and for a considerable distance along the coast of New Jersey. Mr. James Walsh, the enterprising proprietor of the establishment, was born in New York City, where he acquired a practical knowledge of his business and a thorough acquaintance with its affairs that is seldom equaled. Under his capable management, such a high order of goods are manufactured, as to exclude all other establishments from the field, consequently he is the only man in the business for miles around. Great credit is due the business energy that has gained for his work such immense popularity.

**Joseph Sabath**, Stoves, Ranges, Heaters, Tin, Copper and Sheet-Iron Ware, Plumbing and Gas-Fitting, Front Street.—Twenty-eight years ago, Mr. Sabath emigrated from Austria, his native country, and eight years after his arrival he founded his present enterprise, which, through his industry, has been built up to a very prominent position among the mercantile houses of Red Bank. The store occupied is a two-story frame building, 34x100 feet in extent, and is fitted with the best modern implements and tools for the trade. The stock carried is estimated at \$6,000 and is composed of a full line of stoves, ranges, heaters, tin and sheet-iron ware and plumbing and gas-fitting materials. Sales are at the rate of \$10,000 per annum. A large trade has been established over the surrounding country and three experienced hands find constant employment throughout the year. Tin roofing and spouting is done and all classes of repairs are made a leading specialty.

**Patterson**, the Clothier, Men's and Boys' Clothing and Gentlemen's Furnishing Goods, No. 69 Front Street.—Mr. Patterson has added one of the latest enterprises to the industries of Red Bank, he having, during the past year, opened one of the leading clothing emporiums here, for the sale of men's and boys' ready-made clothing, and for gentlemen's furnishing goods. The store occupied is a brick building, 18x50 feet in dimensions, and is one of the best fitted up and furnished for the trade. The stock carried is estimated at \$8,000, and is composed of a full assortment of ready-made clothing for men and boys, and gentlemen's furnishing goods, and sales are extensive. Mr. Patterson is a native of Monmouth County and enjoys a first-class trade, the result of careful attention to business, strict integrity and superior goods.

**M. F. Many**, Watchmaker and Jeweler, Front Street.—One of the most complete and compact watchmaking and jewelry establishments of Red Bank is that of Mr. Many's, which he founded four years ago. He is a thorough practical watchmaker and working jeweler, and makes a specialty of repairs of all kinds. The store occupied is a frame building, 10x16 feet in extent, and is well fitted and nicely furnished with show cases for the goods. The stock carried is limited to meet the immediate demands in the seasons and is replaced as quickly as disposed of. A good trade has been established over the country surrounding and the future gives promise of a steady growth. Mr. Many is a native of New York City and possesses push and vigor sufficient to make his business a decided success.

**J. R. Bergen & Son**, Dealers in first-class Boots and Shoes, No. 15 Broad Street.—This extensive house has been thirty-six years established in their line, and are the most prominent representatives of the boot and shoe industry of the thriving and populous town of Red Bank. The store occupied is a three-story brick building, 27x63 feet in extent, and is well fitted and appointed as a first-class boot and shoe emporium, and is located in the most prominent part of the town. The stock carried comprises a full line of the finest makes of boots and shoes of the best qualities for ladies, misses, children and men's wear in heavy and light work. Sales are large, the trade done embracing the patronage of the people from both town and country. The firm is composed of J. R. and J. B. Bergen, father and son, both natives of Monmouth County, and in social or commercial life are among the leading rank.

**Robert R. Mount**, Furnishing Undertaker, Cabinetmaker, Upholsterer and Dealer in Picture Frames, Front Street.—Mr. Mount is a native of Monmouth County and has been twenty-one years established in his enterprise. The store is located in a frame building of 22x45 feet in extent, and is fully fitted and appointed with all the best appliances for the trade. The stock carried is estimated at \$1,000 and is composed of a full line of undertakers' supplies and all the necessary articles of an undertaker. The sales are at the rate of \$4,500 per annum, a wide trade being done all over the surrounding country. Two experienced hands are employed by the house. Mr. Mount was Captain of Co. F., Twenty-ninth Regiment N. J. Volunteers, in 1862-3, and served with distinction at Fredericksburg.

**J. A. Throckmorton**, Dealer in Lumber, Laths, Lime, Bricks, Paints, Oils and Builders' Hardware, Front Street.—Mr. Throckmorton has been for thirty years one of the most extensive dealers in the above line in Red Bank, and has built up a large trade all over Monmouth County. The store occupied is 40x35 feet in extent, and fitted up in a very convenient manner as an office and salesroom. The yard for the storage of lumber is 130x400 feet, and is well filled with lumber, laths, etc. The stock carried is estimated at a value of \$30,000, and is composed of building materials in lumber, hardware, lime, laths, paints, oils, bricks, etc. Mr. Throckmorton is a native of Monmouth County and one of the most widely known of its citizens.



**M. K. Stuart,** Watches, Clocks and Jewelry, Broad Street.—For the past six years Mr. Stuart has been established here, and is now among the leading merchants in his branch of business. He is a native of the city of Philadelphia, where he learned his trade, and is a thorough watchmaker and working jeweler, and fast advancing to the front ranks of the progressive business men of the town. The store

occupied is a frame building, 10x35 feet in extent, and is nicely appointed as a jewelry house. The stock carried is estimated at \$2,000, and composed of a fine assortment of jewelry, watches and clocks. Sales are at the rate of \$5,000 per annum. Repairing of all descriptions of jewelry and watches is made a specialty. Mr. Stuart has advanced to a very prominent position in the mercantile trade of Red Bank.

## EATONTOWN.

This village is located on the New Jersey Railroad, within one-half mile of Eatontown Junction, where the Port Monmouth and Long Branch branches diverge, and in the northeast section of Monmouth County, five miles from Long Branch, three and a half miles from Red Bank. Eatontown is one of the older towns of the State, having been settled about 1736, but has never made very marked progress. It has manufactures of hats, leather, etc., a large local trade and extensive interests in oysters, clams, etc. It lies in the midst of one of the finest agricultural districts of Monmouth County, which has long been known as one of the choicest in the State. Close to Eatontown is the famous Monmouth Park, to which the annual racing meeting attracts thousands. The village contains five churches, a graded school, a weekly newspaper, the *Advertiser*, two good hotels, and a number of mercantile houses. Population, in 1880, 525; estimated, 1882, about 900.

**W. B. Huey & Co.,** Felt Hat Manufacturers, Factory, near Railroad Depot.—Within the past year this extensive and enterprising industry was established, and the large factory, which forms the subject of this editorial, was built, and all is now in full operation. A large trade in this short period of time has been built up, employing sixty-five experienced hands of both sexes in manufacturing the large amount of goods that is made up from the raw material, and sent in a finished state to the New York markets. The premises consist of a large frame factory building, of two stories, 25x75 feet in dimension; adjoining building, 25x65 feet; dye-house, 25x35 feet, and an engine and boiler house, of brick, the entire premises covering an area of 150x200 feet. An engine of forty-horse power is necessitated for the works. The entire products of the factory is estimated at 15,000 dozen per annum, all of soft felt quality, of a cheap class, the value of which is estimated at from \$75,000 to \$100,000. This amount will be doubled during the present year. The members of the firm are W. B. Huey, a native of Pennsylvania, and W. G. Harsin, of the city of New York. They are gentlemen of the highest commercial rank, identified with the advancement of Eatontown.

**Ashley B. Stout,** Dry Goods, Notions, Gentlemen's Furnishing Goods, Wall Paper, Oil-Cloths and Curtains.—There are few towns of its size in the State of New Jersey so well represented in the line of general merchandise as Eatontown, and Mr. Stout, who is a native of Monmouth County, takes a leading and prominent rank in the list of her merchants. He has been two years established, and in this short space of time has gained a large and successful trade over the surrounding country. The store occupied is a fine brick building, two stories high, 25x50 feet in

extent and is fully fitted with every requirement. The stock carried is estimated at a value of \$3,000, and is composed of a full line of dry goods and notions, gentlemen's furnishing goods, wall paper, oil-cloths and curtains. Sales will reach \$15,000 per annum. Three hands find constant employment in making up goods to order and waiting on patrons. Mr. Stout is a merchant of the highest integrity, and in the short period since his inception in trade here he has advanced to the highest ranks in social and commercial circles.

**Henry Wolcott, Jr.,** Fine Groceries, Provisions, Flour, Feed, etc., corner Main and Railroad Streets.—About seven years ago, the subject of this sketch, Henry Wolcott, Jr., commenced business at Eatontown, and he at once established the enterprise upon the soundest principles of integrity and honor. Appreciating the demand for a first-class establishment, he has made every endeavor to secure such a stock as would meet the desires of the very best patrons. At present he occupies a frame building, with a front of eighteen feet, and extending back to a depth of thirty-five feet, the whole interior being provided with every requirement for the prompt transaction of the business. The stock consists of a full assortment of fine groceries, such as imported teas, coffees, spices, sugars and canned goods, in addition to a large variety of provisions, flour, feed, and such other goods belonging to a first-class establishment of this kind. The annual business will amount to \$10,000, and is gradually assuming greater proportions. Mr. Wolcott is a native of Monmouth County, and among the most prominent of his fellow-townsmen. Upon the part of the proprietor, and all employed, every effort is made to give the utmost satisfaction, and the very best goods for the least money is always guaranteed.

**W. E. Morris & Co.,** Dry Goods, Notions, Clothing, Boots, Shoes, Hats, Caps and Gentlemen's Furnishing Goods.—After considerable experience in the trade, these enterprising gentlemen have, within the past year, formed a partnership, and already take a leading and prominent rank among the merchants of Eatontown. The firm occupy a large three-story brick building, 25x50 feet in dimensions, in which they carry a stock composed of a fine assortment of dry goods, notions, clothing, boots, shoes, hats, caps and gentlemen's furnishing goods. Their sales reached \$10,000 during the first year, and as the excellent character of their stock becomes more widely known, the business will very largely increase. The members of the firm are W. E. and J. Morris, natives of Monmouth co., and esteemed by all who know them. The house is deserving of confidence, credit and prosperity.

**Edwin Haynes,** Dealer in Fine Dry Goods, Groceries, Provisions, Flour, Feed, Hardware, etc.—Eight years ago Mr. Haynes founded one of the leading dry goods and grocery establishments of Eatontown, and is now one of the most extensive merchants engaged in this line. The building occupied is a fine brick structure of 25x50 feet in extent, and is one of the best appointed and fitted for the trade. The stock carried is valued at \$3,000, and is composed of a fine assortment of dry goods, groceries, flour, feed, grain, provisions, etc. Sales are at the rate of \$25,000 per annum, the trade done taking a wide range of the surrounding country. Mr. Haynes is a native of Monmouth County, and is one of the leading business men of Eatontown, highly esteemed by the entire community, for his integrity as a merchant, and his social rank as a citizen.

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## LONG BRANCH.

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THE "SUMMER CAPITAL BY THE SEA," AND THE MOST FASHIONABLE RESORT ON THE NEW JERSEY COAST—DELIGHTFULLY SITUATED ON A BLUFF, WITH UNSURPASSED DRIVES AND EXCELLENT BATHING GROUNDS.

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Long Branch is one of the best-known summer resorts in the country, and in many respects the most attractive on the entire Jersey coast. It is situated forty-five miles, by all rail, from New York and ninety from Philadelphia.

The ground forming the principal part of the present city, was owned, previous to the Revolutionary war, by Colonel White, a British officer and a resident of New York, who had a small house here used as summer residence. After the commencement of the war, the place was confiscated and passed into other hands. The first record of summer visitors at Long Branch was in 1778, when a Philadelphia gentleman engaged boarding with an old woman in charge of the Colonel White house, for himself and family, on condition that he furnish his own bedding. This he did, and supplied the meat for their table also, fish only being procurable from the landlady. In 1790, the property, consisting of one hundred acres, was sold for seven hundred dollars, and two thousand dollars being expended on it in improvements, it was regularly opened as a public watering-place. The visitors here in 1793—most of whom were from Philadelphia—witnessed from the shore the battle between the English frigate "Boston," and the French frigate "Ambuscade." After an engagement of two hours, Captain Courteney, of the "Boston" fell, as did also Lieutenant Butler of the Marines, but the ship was saved. Philadelphians at that time drove to Long Branch, the distance being, via Freehold, nearly an air-line, about sixty-five miles, and a journey requiring some considerable thought and several days' preparation.

Among the traditions connected with the place is the following: At an early period a tribe of Indians had a fishing settlement here and claimed the ownership of the soil. A party of whites, from Rhode Island, proposed to purchase it from them; but the Indians were unwilling to sell. After some negotiations the whites induced the aborigines to submit the question to a wrestling match, and the champion of Rhode Island, John Slocum, vanquished the redskin, and thus won the right to as much land as one man could walk around in a day. The land thus acquired included a tract of considerable extent which remained in possession of the Slocum family until a comparatively recent period. The name of Long Branch is derived from a branch of the Shrewsbury River, running parallel with the coast, and applies strictly to the original village, situated about a mile and a half from the ocean, where, in 1812, a liberty pole was erected, which is still standing. The first name by which the locality was known to the white people was Land's End, and this appears to have been a translation of its Indian title.



The change in the appearance and character of the place since 1790 is certainly very great. Then it was difficult of access, completely secluded, and as quiet as the most retiring health-seeker could desire. Now it concentrates in summer a greater number of visitors than can be found at any other seaside resort in the United States. The corporate limits extend along the beach between four and five miles, and at one place two miles back from the shore. Hotels were first erected here for summer visitors early in the present century. The first church was built about one hundred years ago at the old village, and was used jointly by the Presbyterians, Methodists and Protestant-Methodists. The Methodists withdrew in 1809 and erected a church for themselves. The Reformed Church was built in 1849, the Episcopal in 1856, and the Centenary-Methodist in 1868. The post office was established in 1836. The first railroad was a spur of the Raritan and Delaware Bay Railroad, run down from Eatontown in 1860. The bank was organized in 1872.

Long Branch has become famous as the resort of the more wealthy and fashionable classes of New York and Philadelphia, and in the minds of a majority of those who have never visited it, there is probably an impression that it is unsuited to people of moderate means and quiet tastes. This is, however, a great misconception. The charges at the hotels range from three to four dollars per day, and from twelve dollars per week, upwards. The carriage fares are also very moderate, and need exclude none who do not own their own teams—and those constitute three-fourths—from the pleasures of the drive. There is less attempt at vain display and less excitement than at many less noted and cheaper resorts. Fashion decrees no particular course of conduct or style of dress, and there is enough democratic leaven in the lump to make it proper for every one to do as he pleases, provided the ordinary proprieties of life are observed. It is a place to come to for rest, and in the contemplation of the grand in nature, and the attractive in art, it will be a rest most beneficial to both body and mind.

The site of Long Branch is upon a bluff twenty feet high, upon the edge of which is constructed the grand drive of five miles in length, which is second to no seaside drive in the world. One hundred feet back is located the hotels, from the porches of which may be seen showy equipages, in passing and repassing lines, pleasantly breaking the vision of the bright green of the lawn and the deep blue ocean beyond. There are at Long Branch no salt marshes, sandy plains, nor mosquitoes. The soil from the bluff back is of the most fertile character, and the art of man working upon this and aided by unlimited capital, has done so much to beautify the place and add to the great natural attraction of the sea, that it can never be in any danger of losing its high rank and prestige. A magnificent wrought-iron tubular pier, extending six hundred and sixty feet into the ocean, was completed early in the season of 1879. It constitutes a splendid promenade, and is also utilized for various other purposes, which make it a most important novelty, and add materially to the fame and popularity of Long Branch.

The grounds of John Hoey, comprising one hundred and sixty acres, and rivaling in beauty and magnificence the summer homes of royalty in the Old World, are every week-day open to the public, and are in themselves an inexhaustible source of pleasure and instruction to both permanent residents and transient visitors.

Added to this are the numberless attractive drives among fertile fields and through verdant woods, the succession of costly cottages of unique design, scattered along the bluff, their brilliant parterres of plants and flowers, contrasting vividly with the smooth lawns of emerald green. Near Long Branch are the Highlands of Navesink—the most elevated land on the New Jersey coast—upon which are the twin light-houses, pointing out to mariners the entrance into New York Bay. There are also here several hotels, club houses and other hostleries, giving the full entertainment of a well-ordered resort. The attractions here found make it one of the delightful drives from Long Branch. Another drive from Long Branch of great popularity, is that to Oceanport, three miles distant, where is located the race-course owned by the Monmouth Park Association. It is a full mile in length, with wide, sweeping turns and a homestretch of a quarter of a mile, affording a fine field for the display of the celebrated horses, which congregate here at the annual meetings.

Long Branch enjoys excellent facilities for travelers, in the railroad and steamboat lines making frequent trips. From New York the Pennsylvania Railroad Company has perfected arrangements by which through trains are now run from Desbrosses and Cortlandt Streets, New York, to Long Branch via Newark, Rahway and Amboy, and thence over the New York and Long Branch Railroad, and connection to and from Brooklyn is made direct via Brooklyn Annex Steamers, which ply between Fulton Ferry, Brooklyn and Pennsylvania Railroad Station, Jersey City. This same line controls two lines from Philadelphia. By the completion of the track from Whiting's, New Jersey, eastward to the Atlantic Ocean, at Sea-Side Park, and thence northward to Point Pleasant and Sea Girt, a new route has been opened between Philadelphia (from Station foot of Market Street) and Long Branch, which presents many superior attractions. It is eight miles shorter than the old line via Trenton and Monmouth Junction, and runs for twenty-six miles within view of the ocean. One of the most popular routes for New Yorkers is from pier 14 North River, foot of Liberty Street,

via the steamers of the New Jersey Southern Route. Leaving New York, the trip through New York Bay, the Narrows, past the various ports, Governor's Island and Staten Island, with the grand and varied scenery on either hand, is one of surpassing beauty. At Sandy Hook, the traveler embarks on the train, but will first take a look of unfeigned pleasure on the view here presented. Sandy Hook is a peninsula, joined to Wardell's Beach by a narrow neck of land opposite the Highlands, and the mouth of the Navesink. In 1778, Sandy Hook was an island, but the inlet which then ran across the isthmus, has since disappeared. The first light-house was erected in 1792, which in the American Revolution was fortified by the British and refugees. An attack was made upon it by a party of Monmouth County militia, under General David Forman, with two six-pounders, but their artillery being too light and a British vessel approaching, they were obliged to retreat. The shores of Sandy Hook have been the scenes of many a disaster, and numerous wrecks have from time to time been thrown upon its strand. There are three light-houses, a life-saving station, a storm-signal station, a United States fort, and ordnance-proving ground. The train from Sandy Hook follows the beach closely, on a narrow neck of land; Shrewsbury River on the right and the Atlantic Ocean on the left, to the Highlands of the Navesink, the summit of which commands a view of many miles of land and water. From Highlands to Long Branch the entire coast is built up with handsome cottages, and seems like one continuous town. Most of the cottages have large and handsome lawns, and a magnificent avenue for pleasure driving extends the entire distance. There is also an all-water route to Long Branch, landing at the new iron pier. From Philadelphia the Bound Brook is one of the most agreeable routes to reach this resort.

Long Branch contains more superior hotels than will be found at any resort on the coast, and the beach for bathing is deemed extremely safe. The private residences are, in the highest style of elegance, and each year their numbers are largely increased, and outstripping all previous attempts at architectural beauty. Pages could be written on the superior advantages offered, but our space will not permit of further continuance, the subject being so well known to all readers, that any deficit will be readily supplied. Long Branch supports two newspapers, the *News* and *Mirror*, the former a daily during July and August, and both weeklies for the year. Resident population, about 6,000; summer, about 30,000.

**Curtis & Capen**, Druggists and Apothecaries, Main Street.—Messrs. Curtis & Capen are among the leading representatives of their branch of industry, and last year bought out the former owners of their present establishment who had been five years engaged. The new firm now control a large and successful line of custom, and occupy a well fitted and furnished store on Main Street, opposite Third Avenue. This establishment is 25x40 feet in dimensions, and is one of the handsomest at the Branch. Their stock consists of a choice assortment of fresh family drugs and medicines, toilet articles, perfumery and the many other articles common to a well-stocked drug house. They carry a stock valued at \$3,000, and their annual sales are exceedingly large. Prescriptions are a leading specialty, and are carefully compounded, none but the best drugs being used. A telephone connects the store with the leading hotels, thus affording an accommodation of no little convenience and importance. The firm consists of T. A. Curtis, a native of Monmouth County, and possessing a license as a pharmacist from the State Board of New Jersey, and Mr. Capen, a native of Brooklyn. Mr. E. T. Hartshorne, an able assistant, is a native of Freehold.

**R. V. Breece**, Builder, East Long Branch.—Mr. Breece has resided here many years, and is a practical builder, and takes large contracts for the erection of schools, churches, houses and cottages. He employs the best of workmen and uses only the best material. Among the many handsome residences he has built, is that of Mr. Amos Cottings, at Elberon; Mr. Robertson, at Branchport; D. S. Brown, near the Brighton; A. H. Califf, at Sea Bright; and the fine one belonging to Andrew Gilsey, near Pleasure Bay, Monmouth County, N. J., on the Shrewsbury River;

also the wood work on the large graded school building, Long Branch. Such contracts show the ability of the man, and commend him more than anything we can say. He takes the lead in this line of trade, and is full of energy, push and business vim. He is one of the class of men bound to make advancement and business success. He numbers also amongst his patrons, such well-known names as George M. Pullman, General Horace Porter, General Grant, G. W. Childs, A. J. Drexel, Mrs. Joseph Seligman, C. J. Osborne, W. E. Strong, and others. He built the Sixth Avenue Elevated Railroad Stations, in New York, and is a thorough practical man.

**Joseph Cohen**, Express.—The express business is one of general accommodation to the public, and Mr. Cohen, by his punctuality and reasonable charges, is especially so. He has been here three years, coming from New York. He carries packages, merchandise, truck, coal, etc., at very reasonable rates. Cottagers and others requiring his services, may leave orders at Davidson's Shoe Store. Prompt attention will be given, at reasonable charges.

**Joseph Canepi**, Ice-Cream, Fruit, etc., Main Street.—This gentleman has only been here since April, 1882. He is a native of Italy and has been fourteen years in the United States. He was for twelve years in the business at Yonkers, N. Y., where he owns property. He has made a fine name by the excellence of his ice-cream, and the hotels and cottages of Long Branch will find his article such as to give very general satisfaction. He will serve parties and picnics at reasonable rates. Commencing in a small way, he will ascend to the top of the business ladder. He understands his business and will make his mark.



**L. & D. Edwards & Co.,** Steam Sawing Mills and Dealers in Lumber, Sash, Doors, Blinds, Mouldings, Scroll Sawing, Turning, Coal, Paints, Oils, Building Material, Hardware, etc., C. R. R. Crossing, Main Street.—After nine years' experience in the trade, this enterprising firm founded their present industry two years ago and are now one of the most extensive of their line of the manufacturing industries of Long Branch, giving constant employment to eighty-four hands. The great growth of Long Branch as a summer resort for visitors from all points and the vast amount of building that has been carried on in the erection of new residences, gave ample facilities for increased trade in every class of building material and these extensive works are taxed to their fullest capacity to supply the increased demands on their resources. The mill buildings are of frame, 80x120 and 40x80 feet in dimensions and are fitted with the best and most modern machinery for scroll sawing, planing, moulding and turning and for the manufacture of sash, doors, blinds and dressed lumber of all kinds. The motive power is derived from an engine of forty-five horse power. The stock carried is a full and ample one and is composed of a full supply of building lumber, ash, walnut and white pine lumber and timber, sash, doors, blinds and mouldings, paints, oils, builders' hardware and coal, and will reach a value of \$42,000. The sales are estimated at the rate of \$30,000 per month, the trade done covering a wide section of the county of Monmouth. The firm is composed of Lewis, Daniel, Aaron and Thelbert Edwards, all natives of the same county and gentlemen of integrity, and among the leading progressive business men of Long Branch, and largely identified with her progress.

**Monmouth House,** Miss M. A. Williams, Proprietress, Main Street.—This is a neat, though small house, is nicely kept, clean and comfortable looking, with home comforts. Miss Williams is a native of Montreal, and is a pleasant business-like lady, full of energy and has been here three years. Her table is first-class and beside her regular boarders she furnishes table board at very reasonable rates. Her terms are reasonable, and to those who would enjoy Long Branch at a small expense, the Monmouth House may be commended.

**Z. M. Howland,** Dealer in Stoves, Heaters, Ranges and House Furnishing Goods, Tin Roofing and Spouting a Specialty, Main Street.—The stove dealer and house furnishing industry, embracing the tinsmith, roofing and spouting business, forms one of the leading mercantile industries of Long Branch. Seven years ago Mr. Howland began his enterprise here and now takes a leading rank, having built up a large and successful line of trade. The store occupied is a frame building, 30x50 feet in extent, and fitted with all the appliances for the trade. The stock carried is estimated at a value of \$3,200, and is composed of a fine assortment of stoves, heaters, ranges, house furnishing goods and tinware. Mr. Howland makes a specialty of tin-roofing and spouting, and enjoys a large trade in the various branches of his enterprise, the sales amounting to \$5,000 per annum. Two experienced hands find constant employment in the business. Mr. Howland is a native of Monmouth County, and from his integrity and social character he occupies a leading position among his fellows.

**J. T. Britton,** Druggist and Pharmacist, 1 Bergen's Block.—Mr. Britton is a distinguished pharmacist, having his diploma from the New Jersey State Board of Pharmacy, and is one of the leading and prominent druggists of Long Branch. He has been established for twelve years, and is the chief druggist in the upper portion of the town. The building occupied is of frame, 18x50 feet in extent, and one of the finest appointed pharmaceutical institutions in the county of Monmouth. The stock carried is estimated at a value of \$6,000, and is composed of a full line of drugs, medicines and toilet articles. Prescriptions are a leading specialty in their preparation, there being exercised great care and careful study, and the purest drugs. The business of the house is very large and will reach \$15,000 per annum. Mr. Britton was born in Monmouth County, and has long held a high rank among the leading residents of Long Branch as a gentleman of integrity and one of the solid business men of the town.

**R. C. Adamson,** Plumber and Gasfitter, Main Street.—Mr. Adamson is a native of the city of Philadelphia, where he learned his trade, and coming to Long Branch four years ago established his present industry, and has built up a popular connection from the superiority of his work. The store occupied is a frame building, 20x25 feet in extent and is fitted with the best modern tools and implements for the trade. The stock carried consists of every necessary article for the trade in the plumbing, steam and gas-fitting business and sales are large, Mr. Adamson having established a growing trade along the coast line. He is a thorough and efficient workman, who stands at the head of his line.

**Mrs. A. Cordell,** Dealer in Natural Hair, Main Street.—This house is a two-story frame building, having a large store, which Mrs. Cordell occupies for the manufacture of hair in switches, curls, frizzes, wigs, top pieces for the head, and anything pertaining to the business in real hair. She has been two years here in business, and has a fine trade and is doing well. During the summer season she is compelled to employ a number of assistants, who are polite and attentive and always punctual in their engagements, all kinds of hair, pomade and articles belonging to ladies' head toilet are always on hand. Mrs. Cordell is a thorough business woman, and as such is sure to succeed in life. She is ambitious, go-ahead, and full of business dash.

**Frank Malchow,** Boot and Shoemaker, Main Street.—The boot and shoe industry is one of the prominent features of the trade of Long Branch, and among those engaged in this branch of business is Mr. Malchow, who is a native of Germany and has been twelve years in America. He established his store eight years ago, and during the last two years he has occupied his present establishment. The store occupied is a neat frame building of twelve feet square, and the stock carried is limited to meet immediate demand and is valued at \$300. It comprises a full assortment of boots and shoes of light and heavy quality, his sales reaching \$2,500 per annum. Custom work forms a leading feature of the trade. Two experienced hands finding constant employment in the making up of work to order, all work done being of the best and guaranteed to give thorough satisfaction.

**Thompson's Cottage**, Branchport Station, Long Branch, Mrs. F. M. Ritchie, Proprietress.—This cottage is for family boarding, and is most attractive and inviting, whilst especially convenient in railroad facilities. It is immediately adjacent to the Branchport Station, on the line of the New Jersey Southern Railroad, and Central Railroad of New Jersey. There are five acres of ground around the cottage and the whole is owned by ex-Sheriff Thompson. It faces the branch of the South Shrewsbury River, and the house is neat in construction. It is a three-story frame, having thirteen chambers, very neatly furnished. The table is good and rates reasonable, a good room being furnished two persons at \$15 per week. Mrs. Ritchie is a native of New York, experienced and practical, and was twelve years in business there, this being her second year here. She is assisted by her father and mother, and a no more inviting home need be wished for than Thompson's Cottage. It will be kept open all year.

**William Lackey**, Dealer in Fine Groceries, Provisions, Teas, Coffees, Spices, etc., Main Street, next to the Post Office.—Two years ago Mr. Lackey added his house to the industries of Long Branch, and in the short space of time since his inception, has gained a prominent rank among the leading houses in his line. The store occupied is a frame building, 20x35 feet in extent, and is fitted and furnished in superior order for the trade. Mr. Lackey, with a thorough knowledge of the requirements of the sea-shore residents, has selected an unusually attractive stock of groceries, provisions, etc., including a full line of fine, fancy and staple goods. This assortment is selected from the best houses of New York, and is continually replenished to maintain it at an uniform standard of excellency, the sales reaching fully \$10,000 per annum, his trade being entirely local along the coast. Mr. Lackey is a native of Ireland, and has spent the greater part of his life in the United States. He is an active and thoroughgoing merchant, and already possesses a host of friends and patrons.

**Mrs. B. Morris & Son**, Furnishing Undertakers, Cabinetmakers and Upholsterers, Main Street.—This firm has succeeded to the business, established for a great number of years by Mr. Morris, deceased, and has continued to operate it without intermission. The building is of frame, 25x40 feet in extent, and is well adapted for the business, and supplied with every requisite for its proper conduct. The stock carried comprises a full line of undertaking materials, coffins, caskets, shrouds, etc., etc., and the business done is extensive. They are natives of Monmouth County, and of the most esteemed and respected of the community. The firm have a receiving vault at Green Lawn Cemetery, and Mr. William Morris rose to sudden fame, by having charge of the remains of the lamented President Garfield, whilst at Francklyn Cottage here.

**C. E. Dennis**, Boots and Shoes, Main Street.—It is only within the past two years that Mr. Dennis founded his enterprise here, and in this short space of time he has made marked progress and secured a very proportionate share of the trade of Long Branch and adjacent country. His store is desirably situated on Main Street, and is a frame building, with a front of twenty-four feet and a depth of thirty-two. He has selected a superior stock, of about \$4,000 in value, and which embraces a full line of boots and shoes

for ladies' and children's wear. These goods are not of shoddy manufacture, but the production of the most reliable factories in the country, those having reputations for excellent goods. His trade is quite large, and will reach \$10,000 per annum. Mr. Dennis is a native of Monmouth County, and has been extensively engaged in building, but now devotes himself exclusively to his present industry. He is one of the most prominent and respected of the merchants of Long Branch.

**W. H. Vanderveer**, Dealer in Flour, Feed, Grain, etc., Main Street.—The enterprise established two years ago by Mr. Vanderveer, a native of Monmouth County and one of the leading representatives in the mercantile trade of Long Branch, is one of the most essential to the growing wants of this progressive place. He occupies a store 30x90 feet in dimensions, and is one of the best of its class in the trade. The stock carried is an extensive one and is composed of a fine assortment of flour and feed, grain and oats, hay and straw. Sales are considerable, a large line of custom being already established along the shore line. His thorough knowledge of every article that forms a part of his business, has added much to his trade, the patrons relying upon his integrity in all transactions.

**Samuel R. Brick & Son**, Plumbers and Gas Fitters, Main Street.—The plumbing, steam and gas fitting industry is one of the leading branches of trade in Long Branch, and prominent among them is Messrs. S. R. Brick & Son, who have been established here for the past two years, and have built up a large line of custom. The store occupied is 50x65 feet in extent, and is well appointed and fitted with the best tools and modern implements for the trade. The stock carried is estimated at \$600, and is composed of a full line of plumbing and gas fitting materials. Sales are at the rate of \$5,000 per annum. The firm is composed of S. R. and Frank Brick, father and son, natives of the State of New York, and thorough practical plumbers, gas and steam fitters. They have the very best class of patrons, and are simply unequalled in their line, being sanitary plumbers in the full acceptance of the term.

**Kahn & Corlies**, Washington Market, Main Street.—There is no better meat market on the New Jersey coast than the establishment founded by these enterprising gentlemen over fifteen years ago. It is a matter of great importance to the people of Long Branch to be enabled to procure in all seasons the very choicest meats, and such as are to be found in the leading houses of this class in New York. The store occupied is a frame building, 25x36 feet, and furnished with patent-freezing apparatus and ice refrigerator, which can freeze meat in twenty-four hours, and thus preserve all meats in the hottest days for any length of time. The stock carried is limited to meet the immediate demand, and comprises the choicest cuts of beef, veal, mutton and lamb, which is daily received. Game and Philadelphia poultry is made a specialty. Sales will reach \$35,000 in the summer season, and \$1,200 per month during the winter. This large trade employs ten hands in the summer, and four in the winter, in addition to four wagons. The firm consists of M. F. Kahn, a native of the city of New York, and G. Corlies, a native of Monmouth County.



**Hotel Abbotsford** (late Congress Hall), Capt. J. A. Wise, Proprietor, Main Street, next to Ocean Hotel.—This hotel is one of the oldest houses of Long Branch, one of the finest seaside summer resorts on the shores of New Jersey. It is located on the Main Street, close to the great iron tubular pier, near the Ocean, Mansion House and other prominent hotels; faces the ocean and within two hundred feet of the beach, where the finest bathing of the coast is found. It is a large frame building of three stories, with ample accommodation for one hundred and thirty guests, and is thoroughly refitted and furnished in a superior and comfortable homelike style. For the past three years it has been under the experienced and courteous management of Captain J. A. Wise, a popular and genial host, who is a native of Pennsylvania, and one of the best hotel men of the State. Captain Wise was Captain of the Seventy-first Regiment, New York State National Guards, and is one of the most respected members of the community of Long Branch. The table is a leading feature at this house, the dining-hall having capacity for the seating of one hundred and fifty guests at a meal. Connected with the hotel are extensive stables, where the finest turnouts are to be had. Its rates have been brought down to the lowest scale to meet the times, both for transient and permanent boarders.

**Mrs. J. E. Wooley**, Dry Goods, Millinery and Fancy Goods, Main Street.—A first-class millinery establishment in a town situated like Long Branch, visited by the best society of the country during the summer season, is one of the chief essential branches of her industries. Such an institution has been founded within the past year by Mrs. Wooley, who is a native of Monmouth County. The store occupied is a frame building of 20x25 feet in extent, and the stock carried is estimated at a value of \$1,000, and composed of a superior assortment of dry goods, millinery and fancy goods. The sales are at the rate of \$1,500 per annum, the business done extending a considerable distance up and down the shore and the surrounding country. Mrs. Wooley is a fine business woman, who takes the lead here, because of her efficiency and superior worth.

**A. & F. McConnell**, Merchant Tailors, Main Street.—It is one of the greatest matters of importance to the community, to be enabled to obtain a first-class fit and a fashionable suit of clothes in their own town, without being obliged to go to New York or the larger cities of this State. In Long Branch this can be obviated by visiting the firm of A. & F. McConnell, who are widely known as merchant tailors of the finest order. These enterprising gentlemen established themselves five years ago in the merchant tailoring industry, and are now among the leading representatives of their business here, and doing an extensive trade. The stock held is composed of a fine assortment of piece goods, cloths and cassimeres. The store is located in a neat frame building, 20x25 feet, and well adapted to the business. There are six experienced hands employed in the making up of goods to order, and the annual trade is quite large. The members of the firm are A. & F. McConnell, both natives of New York City, and gentlemen of the highest talent in their business and well known in Monmouth County. In their business they are simply unrivaled, and well worthy the exalted position they occupy.

**R. E. Dunham & Co.**, Painters, Paperhangers and Dealers in Paints, Oils, Varnishes, Glass and Painters' Supplies, Main Street.—Messrs. Dunham & Co. are among the additions within the past year to the enterprise of Long Branch, and from the superior excellence of their work, they now fill one of the most prominent ranks in their branch of industry. The store occupied is a frame building, 20x40 feet in extent, and is fitted in the best manner for the trade. The stock carried is estimated at \$4,000, and consists of a full line of painters' supplies, wall-paper, paints, oils, varnishes and glass, etc. The sales are at the rate of \$15,000 per annum, the trade done being mostly local, requiring thirty-five experienced hands during the season. The firm is composed of R. E. Dunham, a native of Brooklyn, and James Robb, also of the same city, both gentlemen of the highest social and commercial rank and among the most esteemed members of the community. They do house, sign and fresco painting, also graining, marbling, paperhanging, kalsomining, wall-tinting and glazing. They are agents for the Asbestos ready-mixed paint, and are men of enterprise and push. They are making manifest to the world the value of the possession of such traits.

**Bethuel Rogers & Son**, Steam Planing and Saw Mill and Manufacturers of Scroll Work, Moulding and Window Frames.—The large demand for building lumber and material to meet the wants of builders and contractors in the erection of numerous resorts, offered inducements for larger facilities, and hence this enterprising firm founded their industry eleven years ago. They at once secured a large line of business in the planing of lumber, scroll work, moulding, window frames, turning and saving of all kinds. In the execution of orders they are prompt and reliable, and guarantee satisfaction in all cases. The mill is a frame building, 30x80 feet in extent, and is fitted with modern machinery, the motive power being furnished by a steam engine of fifteen-horse power. Seven experienced hands find constant employment in the various departments of the mill. The stock carried is an ample one for all demands, which principally comes from the coast towns, and a few miles in the interior. The firm is composed of Bethuel Rogers and his son, Joseph E., both natives of Brooklyn, and are now among the leading members of this community, esteemed and respected for their integrity.

**J. A. Vanschoik**, Drugs, Medicines and Toilet Articles, Main Street.—Long Branch is so full of visitors in the summer months, that it offers a field for every branch of industry, and the druggist and pharmacist is one of the leading ones here. Prominent among the houses established in this line, is that of Mr. Vanschoik, who founded his enterprise three years ago at the old-established stand that has been for fourteen years in operation under former proprietors. The store building is of frame, 20x45 feet in extent, and is one of the best equipped of its class in the town. The stock carried is composed of a fine assortment of the choicest family drugs, medicines and fancy toilet articles, and sales are annually increasing. Prescriptions form a leading specialty, and none but the best drugs are used. Mr. Vanschoik is a native of Monmouth County and is a practical pharmacist, being licensed from the State Board of Pharmacists.

**W. A. Barlow**, Dealer in Fine Table and Bar Glass, Crockery Ware, Oil, Lamps and Lamp Goods, Main Street.—One of the leading houses engaged in the above trade is that of Mr. W. A. Barlow, who established the business about six years ago, and who has built up a large and successful trade. He occupies a neat frame building, with a front twenty-five feet and extending back to a depth of forty-five, in which he has a well-selected assortment of fine table and bar glass, crockery ware, oils, lamps and lamp goods. His active trade is rapidly growing larger, and at the present time reaches \$200 per week. Attention is also called to Barlow's Toutre Creek Desota Oils, which has 150° fire test, and believed to be the best ever used. Mr. Barlow is a native of New York State, and from his thorough business character and upright integrity, he has gained a leading rank in the business community of Long Branch.

**H. Kahle**, Dealer in Flour, Feed, Oats, Hay, Straw, etc., Long Branch Steam Mills.—In 1880 Mr. Kahle, who is a native of Germany, and who has been for over thirty years a resident of the United States, established his present industry. He now takes a leading rank in his branch in Monmouth County, and is the only miller located at Long Branch. The mill is a frame building, 35x40 feet in extent, and has one run of stones, the capacity being three hundred bushels of wheat per day, the products finding a ready market in the town and its vicinity; three experienced hands are regularly employed. He keeps on hand stock valued at \$5,000, which is composed of a fine assortment of family flour, feed, oats, etc. The sales are at the rate of \$20,000 per annum. Mr. Kahle is one of the most enterprising members of the community, and takes an active part in the advancement of the Branch.

**C. A. Johnson & Co.**, Boots and Shoes and Notions, Main Street.—Messrs. Johnson & Co. are among the new business firms of Long Branch during the past year and are making rapid advance to the front ranks of the representative houses in their line of trade. They have a store with a front of twenty-five feet and a depth of thirty-five, which is one of the best-fitted and appointed in its vicinity. The stock is valued at \$2,500, and is composed of a full assortment of fine boots and shoes of light and heavy grade and of best materials. The sales are rapidly growing and are large, considering the short space of time since the establishment of the business. The firm is composed of C. A. Johnson and Dr. J. B. Goodnough, both gentlemen being natives of Monmouth County, and esteemed for their active integrity and strict business principles.

**Eagle Hotel**, Thomas Lawley, Proprietor, First Avenue, near Ocean Avenue, one block from the Ocean Pier.—This house is delightfully situated on First Avenue, near Ocean Avenue, one block from the famous Ocean Pier. It is frame, two stories high, neatly furnished, well kept, and has accommodations for some fifty people. The lot of ground is one hundred and twenty feet square, and the house is 26x40 feet in one part and 23x28 in the other. It is owned by Mr. Lawley, who is a native of Ireland, and a resident here for twenty-seven years, and held in high esteem. He is a man of push and energy, and is thus carving out his own fortune. Men of his stamp make this country thrive and grow and, by their very prosperity here, reflect credit on the Green Isle.

**Wm. Morris**, Saddle and Harnessmaker, Main Street.—The harnessmaking enterprise in Long Branch is well represented by Mr. Morris, who is a native of Monmouth County, and who founded his business three years ago. He manufactures every class of light and heavy fancy double and single harness at the shortest notice. The store is a frame building of 15x25 feet in extent, and the stock carried is limited to \$650, as most of the work is done on order, the sales being considerable. The trade done extends over a wide section of the surrounding country. Three experienced workmen find constant employment in making up goods to order.

**William Lane**, Real Estate and Insurance Agent, Office near the Railroad Depot, Branch Office, Main Street.—Twelve years ago Mr. Lane founded the leading real estate and insurance office in Long Branch, and which is now most essential to all parties seeking houses and cottages as residences during the summer season. Mr. Lane has a complete list of all the property for rent, sale or letting in the town registered on his books, and makes a specialty of ocean and river front property. All classes of real estate is bought and sold or exchanged, and all business in this line is transacted. Insurance is effected in first-class companies. Rents are collected and loans negotiated. Fine cottages and building sites, or land by the acre, for sale, to let or exchange, at Sea Bright, Monmouth Beach, Elberon, etc., etc. Mr. Lane is a native of Monmouth County, and has been engaged also for the past three years in the stationery and fancy notion business on Main Street.

**M. M. Hathaway & Son**, Groceries, Provisions, Flour, Feed, etc., Main Street.—The great increase of inhabitants of Long Branch during the summer season, adds to every branch of trade, but more especially to the grocery and provision industry than others. Prominent among the leading merchants of this class is the enterprising firm of Hathaway & Son, who have been for the past eight years established here, and now occupying a neat frame building, 18x40 feet in extent. They have their store well fitted with every requirement for the business, and have made every effort to build up the reputation of their house, by keeping a first-class assortment of goods. They have a full line of fine, fancy, family groceries, provisions, flour of all grades, selected teas, coffees and spices, butter and cheese from the best dairies. The amount carried at all times will reach \$15,000, while annual sales will amount to \$10,000. The members of the firm are both natives of Monmouth County and connected with the highest social ranks of their fellow-townsmen.

**Goldsmith's Jewelry Store**, Watches, Clocks and Jewelry, Spectacles and Eye-Glasses a specialty, Main Street.—It is now over a period of fifteen years since Henry Goldsmith founded his present enterprise. He devoted himself to the development of the stand, and it now takes a prominent rank in the business industries of Long Branch. The store occupied is a frame building of 22x30 feet in extent. The stock carried comprises a neat and well-selected assortment of fine jewelry, watches, clocks, eye-glasses and spectacles. Repairing of all kinds forms a leading specialty. Mr. Goldsmith being deceased, his widow continues the business, her son Alexander Goldsmith being manager.



**N. C. Philp**, American and English Pharmacy, and Dealer in Drugs, Medicines, Toilet Articles and Stationery, Main Street.—Mr. Philp is a native of England, a graduate in pharmacy, and makes a leading specialty of compounding physicians' prescriptions. He established one of the leading, first-class pharmaceutical institutions in Long Branch three years ago, and has occupied the present location only one year, the former one not being large enough for his increased business. The store occupied is a frame building, 25x50 feet in extent, and is in every respect one of the finest of its class in the town, in its fittings, furniture and appointments. The stock carried is valued at \$2,500, and is composed of a full line of choice drugs and medicines, toilet, fancy articles, perfumery and mineral waters. Mr. Philp has had twenty-five years' experience in England and America, and was the senior member of the firm of Philp & Van Schoik, previous to his starting in business on his own account.

**West & Jeffrey**, Groceries, Provisions, Crockery, Hardware, Willowware, Lamps and Cutlery, Main Street.—Prominent among the leading firms engaged in this branch of trade, is that of Messrs. West & Jeffrey, who have been established here for the past four years and now take a foremost rank among their associate dealers. The store occupied is a frame building of 30x60 feet in extent, and the stock carried is estimated at \$5,000, and composed of a full line of fine family groceries, provisions, crockery, hardware and cutlery, lamps and willowware, etc. Sales are at the rate of \$20,000 per annum, the trade done extending over the county of Monmouth. The firm is composed of P. West and Wm. Jeffrey, both gentlemen being natives of the county, and among the most prominent of their fellow-townsmen in social and commercial rank.

**B. Davidson**, New York Boot and Shoe Store, Main Street.—In 1850, now over a period of thirty-two years, Mr. Jacob Davidson, father of B. Davidson, founded a branch of his extensive New York Boot and Shoe House here, which is now one of the most prominent stores of the kind in Long Branch. The store occupied is a frame building, 25x50 feet in extent, and the stock carried comprises a large and general assortment of fine boots and shoes of the best class of goods and finish for ladies and misses. The sales are extensive, and the business employs four experienced clerks, who are kept constantly employed in attending on patrons during the season. Mr. Davidson is a native of New York city and is exclusively engaged in the boot and shoe trade in the two establishments. He is a young man of energy and push, and as such will succeed in life. His father owns the property and will soon erect another on the adjoining lot.

**Mulligan & Brazo**, Practical House, Sign and Fresco Painters, Paperhangers, etc., and Dealers in Wall Papers, Paints, Oils and Glass, Main Street.—The paperhanging and house-painting industry of this city is ably represented by these practical and enterprising gentlemen, who established themselves here within the past year and have now won a leading rank in their line of trade, having previously had an experience of over eighteen years in the business in New York. The store occupied is a frame building, 50x65 feet in extent, and is stocked with an ample supply of every article in the trade. The stock car-

ried is estimated at a value of \$3,000, and is composed of a full line of paints, oils, glass and wall paper of the best goods and of the latest designs and well selected patterns, etc. Their sales will reach over \$15,000, and extends over the entire coast. The firm is composed of J. E. Mulligan and P. F. Brazo, both gentlemen being natives of New York and highly esteemed by the people of this city. It will pay cottage residents and others to intrust their work to this enterprising and reliable firm.

**McCloud & Swift**, Plumbing, Gas Fitting, Manufacturers of and Dealers in Stoves, Ranges, Heaters, Tin, Copper and Sheet-iron Work, Stone Drain-pipe, Rubber Hose, etc., Main Street.—In 1868 these enterprising gentlemen founded their present extensive trade, and have now held the leading rank in their branch of industry for a period of fourteen years. The store is a fine frame building, 25x50 feet in extent, and is located in the upper portion of the town. They have a large workshop in the rear, fitted and furnished with the best tools and all the necessary implements for the trade. The stock carried is valued at \$5,000, and is composed of a fine line of stoves, ranges, heaters, tin, sheet-iron and copperware, gas, plumbing materials, stone drain-pipes. The sales will reach \$6,000 per annum, necessitating the employment of four experienced mechanics in the various departments of the works. Plumbing, steam and gas fitting, and all descriptions of repairs is done, and the fullest satisfaction is given and guaranteed. The individual members of the firm are S. F. McCloud and George Swift, both gentlemen being natives of Passaic County, and among the most respected in this community. Men of their calibre always succeed, as they retain the host of friends they make.

**Myrtle Cottage**, Mrs. E. A. Miller, Proprietress, Main Street.—This is one of the most delightful cottage boarding-houses here. Its location is all that could be desired; its table inviting, and the rooms, fourteen in number, spacious and well ventilated. Mrs. Miller is from Philadelphia, and is well versed in all details of housekeeping. This is her third season here, and she has made for herself an exalted reputation. Her daughter assists her in business, and her terms are reasonable, being only \$2 per day, or from \$7 to \$15 per week. Mrs. Miller is a lady of progress, and has energy, push and business progress. It is this which makes her succeed, and causes Myrtle Cottage to be such a favorite. It is a frame, three stories high, on the Main Street, neat in construction, and having elegant and spacious grounds. There is no more inviting place at Long Branch.

**William G. Hall**, Millinery, etc., opposite Post Office.—This is a nice three-story frame house, 24x42 feet, making a fine appearance. The proprietor, Mr. Hall, is a native of Maine, and has been here fifteen years. He is doing a fine business in trimmings, hosiery, gloves, fancy goods and ladies' underwear of every description. Ladies can find everything in this line at the most reasonable prices. Mr. Hall is also doing a fine millinery business, keeping in stock, ribbons and flowers, straw goods, and, in fact, every thing in this line, as also the finest fancy goods for presents, and such as are needed at summer resorts. Ladies can be waited on by Mrs. Hall, who assists her husband, and both are polite and attentive to customers. The store is well arranged, and success must crown the efforts of this worthy pair.

**Gilbert White**, Manufacturer of and Dealer in Harness, Saddles, Bridles, Collars, Whips, Robes, Blankets, Fly-nets, etc., Main Street.—Over a quarter of a century ago this gentleman founded his present industry, which now takes a leading rank among the prominent harnessmakers of Long Branch and Monmouth County. Mr. White is a native of Monmouth County and one of the most experienced and practical manufacturers of heavy and light harness engaged anywhere in its limits. The building is of frame, 18x60 feet in extent, and furnished with all the best tools and implements for the business. The stock carried is estimated at \$3,000, and is composed of a superior assortment of heavy and light harness. The sales are at the rate of \$7,000, the trade being extensive and requiring three experienced hands in the house engaged in making up harness and work to order.

**Arcade Hotel**, P. McKenna, Proprietor, Main Street.—This is one of the popular and favorite transient hotels of the business section of Long Branch, and has been for ten years under the proprietorship of Mr. P. McKenna a genial and popular host with his guests. It is a frame building of twenty-five good rooms, and has a fine bar well stocked with the choicest wines and liquors, and an excellent table is set and the rates are moderate for either transient or permanent boarders. Mr. McKenna bought the house some three years ago, and furnished it newly throughout, and has made it one of the best hotels for all commercial men visiting Long Branch. In addition to his hotel Mr. McKenna is extensively engaged in the wine and liquor trade, ales, porter and lager beer, and mineral drinks. He is a thorough and efficient business man, who, by his energy, attention and tact is carving for himself a permanent success. With the assistance of his worthy wife he has made the "Arcade" an inviting home where solid comforts can be enjoyed at reasonable rates.

**J. Barham & Co.**, Plumbers, Steam and Gas Fitters, Tin, Copper and Sheet-iron Works, Stoves, Heaters and Ranges; Tin Roofing to Order, Main Street.—This enterprising and extensive firm are the longest established and the leading house in their line in Long Branch, having been twenty-one years in the trade. The store occupied is a frame building two stories high, and is 50x90 feet in extent, and fitted with the best tools and implements for the trade. The stock carried is estimated at a value of \$10,000, and is composed of a full supply of plumbers, steam and gas fitters' materials, stoves, ranges, heaters, tin and sheet-iron and copperware. Sales are at the rate of \$50,000 per annum. Fifteen hands are engaged and find constant employment. The members of the firm are J. Barham, a native of England, and W. Carr, a native of Scotland, and both practical mechanics. Mr. Barham has been upwards of thirty years in America. They commenced without any capital, and have risen to the top of the business ladder. A record such as theirs is worthy and exemplary, and shows what may be accomplished by perseverance, activity and vim.

**A. Taylor Truax**, Dealer in Groceries, Provisions, Flour, Feed, Crockery, Paint, Oils, Glass, Woodenware, etc., Main Street.—The large number engaged in the crockery business in Long Branch indicates the life and activity of this branch of trade. Ten years ago Mr. Truax founded his enterprise here, and now fills a leading rank, doing an immense trade, dealing

in the best class of fine family groceries and provisions. His store is a three-story frame building, 29x94 feet in extent, and all of which is used for the trade, being one of the best appointed stores in the business. The stock carried is an extensive one, and comprises a full line of fine fancy family groceries, provisions, flour, feed, crockery, paint, oils, glass and woodenware, and is estimated at a value of \$15,000, the sales reaching \$40,000 per annum. Four experienced clerks are kept constantly employed in making up goods to order and waiting on patrons, and a large wagon trade is done on the road. Mr. Truax is a native of Monmouth County, and has always been engaged in trade.

**D. L. Riordan**, Boots and Shoes, Main Street.—Mr. Riordan is a native of Ireland and has been here ten years; he is a hard-working man, and employs a number of workmen to assist him in the manufacture of boots and shoes. He has a first-class custom and a steady one. He does his work well, gives general satisfaction, makes a fine fit, and is prompt with customers and always courteous and obliging. Polite and attentive assistants are engaged, and repairing neatly attended to. Mr. Riordan is a well-informed man, of considerable literary ability; he is making good progress in life and deserves to do so.

**The Sea Cliff**, Warm Sea-water Bathing Establishment, L. B. Lynch, Proprietor, Ocean Avenue, near the Iron Pier.—Mr. Lynch has succeeded in establishing the only warm sea-water bathing institution of Long Branch, which he has founded within the past year, and has now accommodations for forty-five guests who desire a nice and comfortable home. It is a large building, 40x110 feet in extent and is three stories high, with eighty bath rooms. The pure salt water is pumped from the ocean from a long distance beyond the breakers, and is steamed and cleared of all sand and then supplied hot or cold to the baths. The rooms are strictly private and are substantially fitted up with every comfort. Douche and spray baths are furnished when desired. The building is detached and stands in nicely laid out pleasure grounds fronting on the ocean and the grand Boulevard. Mr. Lynch is a native of Ireland and came to the United States when very young.

**Florence Hotel**, Mrs. A. S. Solomons, Proprietress, Ocean Avenue.—This hotel has gained a popular line of patronage under former operators, and for the past year it has been under the experienced management of its present hostess, a lady who has been six years the proprietress of the Windsor Cottages, which she still holds. It is a four-story edifice, with good comfortable accommodations for one hundred and twenty guests and is fitted with extensive verandas and piazza, and has nice large pleasure grounds. It has all the best home comforts, good ventilation, perfect sewerage and is lit with gas, and has good water-closets and a supply of the best water. A superior table is kept and furnished with the best of the market. The chambers are good, airy rooms, well furnished with spring beds and mattresses, and command the finest view of the ocean. Mrs. Solomons has a fine house in the same line of business in the city of New York. New bathing houses have been erected and guests have every facility for enjoying a bath in the ocean surf. Rates are reasonable and liberal terms will be made with parties remaining all the season.



**Edgar Clayton,** Livery Stable, Main Street, opposite Arcade Hotel.—The leading livery stable at Long Branch was established five years ago, by Mr. Edgar Clayton, who is a native of Monmouth County, and keeps a fine line of the best turnouts and at the most reasonable rates. The stable occupied is a frame structure, twenty-five feet square. His teams and carriages are first-class in every respect, and unsurpassed by any stable at this popular watering-place. Mr. Clayton has accommodation for fifteen horses, and satisfaction is in every case guaranteed. He is a man of energy, push and thrift, and as such, succeeds in life.

**Taber & Newings,** Dealer in Drugs and Chemicals, Paints, Oils, Varnishes, Dye Stuffs, Toilet Goods, etc., Main Street.—This enterprising firm is among the new business industries that have been added to Long Branch within the past six months, and since their inception they have made rapid progress and gained a prominent rank. The store occupied is a frame building, 35x60 feet in extent, and is one of the best fitted and furnished drug stores of the town. The stock carried is estimated at \$3,000, and is composed of a full assortment of fresh family drugs and medicines, chemicals, paints, oils, varnishes, dye stuffs and toilet goods. Prescriptions are carefully compounded and none but the best drugs are used. The firm is composed of E. E. Taber, a native of Monmouth County, and a professed pharmacist, having received his diploma from the Brooklyn Board of Pharmacy, and W. E. Newings, also a native of Monmouth County. These gentlemen are not only respected as thorough druggists, but occupy the very foremost rank as private citizens. This establishment is a credit to the business interests of Long Branch.

**Hotel Brighton,** John W. Stokes, Proprietor.—This beautifully located and elegantly appointed house is one of the most charming and attractive of the summer resorts of Long Branch, and may fairly claim to be without a rival in its beautiful fittings, furniture and first-class appointments. It is an extensive four-story edifice, planned and built in the most perfect order in keeping with home comforts, and has the best accommodations for two hundred and fifty guests. For the past six years it has been under the proprietorship of Mr. John W. Stokes, its favorite and popular host, who has left nothing to be desired on the part of his numerous guests as a home of the most perfect comfort, unsurpassed by any house on the coast of the Atlantic for beauty and luxury in its entire appointments. It is fitted with all the latest modern improvements, has electric bells in all its rooms, perfect drainage, pure water and is lighted with gas throughout, and beautifully furnished in a style of superior taste. There are telegraph and telephone communication and splendid reception rooms, and all the latest modern improvements. A resident physician has his office in the house. Stabling is added to the house for the accommodation of guests, and baths on the beach. A well appointed bus attends all trains for the conveyance of guests to the house. A splendid orchestra has been engaged for the season. Magnificent views of the ocean are had from all points of the building, and handsome pleasure-grounds are attached nicely laid out, and four cottages are also occupied in connection with the hotel. A billiard-room is added for the pleasure of guests. Mr. Stokes, the courteous proprietor, is a young gentleman who comes from a stock of hotel men, and is a genial and affable gentleman, and a great favorite with all his guests, who generally carry with them the most pleasing remembrances of their sojourn at the Hotel Brighton.

## ASBURY PARK.

ONE OF THE MOST ATTRACTIVE RESORTS ON THE NEW JERSEY COAST. AND COMBINING  
EVERY COMFORT ESSENTIAL TO THE PLEASURE OF THE SUMMER VISITOR—A  
DELIGHTFUL PLACE OF RESIDENCE, AND AN ACTIVE, PERMANENT TOWN.

Of what is possible by the liberal use of money, spent under the management and judgment of a practical man, is illustrated in the marvelous growth of Asbury Park, which to-day occupies the very prominent position among the popular resorts of the country. The astonishing rapidity with which a barren waste of sand, wholly uninhabited fifteen years ago, has been peopled and covered with cottages, is still a source of wonder to the residents of the inland villages, who now and then drive down to the beach to gaze at the crowds of city people, and wonder what they find in the surf and sunny beach to attract them from the cool hills and running brooks a few miles back in the country. The neighboring farmers have reaped a rich harvest from the sudden popularity of the Jersey sea-board, not only from the sale of the beach front, which was of no value to them whatever, but also in finding all summer a ready market near at hand for their eggs, milk and vegetables. When the railroad was run down the coast beyond Long Branch, less than ten years ago, many of the farmers owning the land objected to the improvement, and raised considerable money in the attempt to defeat the undertaking. It has already been the means of making many of its most determined opponents wealthy, and bringing into the market much land adapted for seaside residence.

Asbury Park is separated from Deal by Deal Lake, a sheet of water several hundred feet wide, and from Ocean Grove by Wesley Lake. It is the largest of the new settlements along the coast, and in 1869 it was a wilderness of sand without an inhabitant, and was assessed at \$15,000. At present it contains nearly nine hundred houses, including hotels, half a dozen churches, many shops, a steam fire-engine house, public hall, and a winter population of 3,500 souls. Last summer it was estimated that during July and August the average population was 25,000, some of the larger hotels containing four hundred guests. The post-office does the largest business of any seaside resort in the country, except Newport, and the freight business is as large as the business of all the other towns and villages on the Long Branch division of the Central Railroad put together. In 1881 it amounted to \$103,000, and it is expected to surpass \$150,000 this year. The assessed value is now \$1,200,000. Its originator is Mr. James A. Bradley, a wealthy merchant of New York, who is the present owner of large blocks of property, and to whom the marvelous growth and change is due. By the generous expenditure of money, the wild region has been made to blossom as the rose.

In 1870, when Ocean Grove, the Methodist camp-meeting grounds south of Asbury Park, was laid out, Mr. Bradley bought two lots there, the first sold, for \$85, and taking his carriage and man with him, drove there to camp out. That was in June, 1870. The country was a wilderness. In the following August, Ocean Grove having become popular as a camping-ground, Mr. Bradley examined the beach to the north, and discovering several inland ponds and lakes which made it especially picturesque, proposed to the Ocean Grove Association to buy the whole plot of five hundred acres. The association refused to consider the proposal, and Mr. Bradley bought the tract for \$90,000. It cost \$3,000 to clear the underbrush from the tract, carefully preserving the trees. Then the streets and avenues were surveyed and the plots divided into building lots fifty feet wide by one hundred and fifty feet deep. The lots were sold subject to restrictions which provided that the premises should not be used for commercial purposes, liquor selling being especially objected to. Persons buying lots were encouraged to build by loans of money. Two years ago the growing population made the introduction of sewers an imperative necessity, and the work has just been finished, more than eleven miles of street sewers having been put in, the main one emptying into sand-pits at one end of the beach, from which the sewage is pumped every night and discharged into the ocean when the tide is going out. This system worked perfectly last year. Lots in Asbury Park are worth from several hundred to several thousand dollars. At one time, in April last, there were one hundred and forty-two new houses going up, varying in cost from \$1,000 to \$10,000, the number of large boarding-houses being especially noticeable. Along Sixth Avenue, which only last summer was cut through the woods, there are twenty new cottages going up, or just completed. At First Street and Grand Avenue the town has built a handsome library sixty feet square. Another public improvement will be several hundred new bath-houses, the six hundred in use last summer having proved wholly inadequate for the number of bathers.

Asbury Park fronts directly on the ocean for a distance of one mile, and is an incorporated borough. The beach at this point is very fine and safe for bathing, and abundant facilities are offered. One of the great attractions of Asbury Park and its sister resort, Ocean Grove, are the lakes, and these greatly interest all classes of the people. With proper care and attention they may long continue sources of unmingled pleasure. The leading fresh water body is that known as Wesley Lake, lying between these two prominent resorts. The water, during the summer, is drawn off several times, immediately after heavy rains, thereby keeping it pure and fresh, and free from any effects that might prove unbeneficial to the general health. There are about five hundred boats upon Wesley Lake, many of which are licensed conveyances between the Park and Grove, the others being the pleasure boats of the residents.

The seaside resorts along the New Jersey coast are not only renowned as watering-places, but for their fish, fowl, game, shell-fish, etc.—a rare field for the sportsman. Among the edible fish most plentiful along the coast, may be mentioned the blue fish, sheep's-head, shad, rock-bass, white perch, sea bass, barb, flounder, drum fish, porgies and spot or goody. Blue fish appear about the middle of May and remain all summer; they are caught by trolling a line with squid-hook behind a sail-boat. With a flush breeze, a good boat and plenty of fish, the sport is exhilarating. The sheep's-head is considered the most delicate fish taken in these waters. Sea bass are caught from June 1st until October 1st. The porgie is caught in large numbers, off Asbury Park and Long Branch, after July. Most of the others are summer fish, and remain until October, except the white flounder, which comes in October and leaves in May. To the south of Asbury, swans, wild geese, ducks, rails, woodcock, snipe, brant, teal and other game abounds.

Among the features of a residence at Asbury Park are the sea breezes. No phenomena connected with the sea is more interesting, or the effect more enjoyable, than the sea breeze. Its diurnal unfailing regularity of recurrence is a wonder and a blessing to mankind. It is felt more or less on the coast of all maritime countries, many of which deprived of it would be uninhabitable. It commences to blow about 10 A. M.,



and continues throughout the day to late in the evening. It is caused by the alternate unequal distribution of heat upon the land and sea, or the alternate radiation from those surfaces. It is laden with saline particles, pure, refreshing and invigorating, toning up the debilitated system, promoting the appetite and conducing to blissful repose and restorative slumber.

Many factors enter into the benefit or good results derived from a residence at the seashore. The principal ones are: The decidedly modified temperature; the toning effect of the sea-air upon the nervous system; its soporific effects; the inconceivably beneficial effects of sea-bathing.

The breeze coming from the ocean in summer has a much lower temperature than the land atmosphere. This sea-breeze prevails on a large majority of the days during the hot weather, thus making the average summer temperature much lower at the seashore than further inland. On some days the difference is most marked, and few have failed to experience the relief afforded by the first breath of sea air, after spending a hot day in the city. Even when the days are hot, the nights are generally cool. To the invalid, the relief thus afforded from the depressing influence of excessive heat, is marked in all cases, but especially is it so in the summer complaint of children, in the development of which, heat plays so important a part. On the other hand, in winter the temperature of the sea shore is several degrees higher than that inland, owing to the unequal radiation of heat of land and water.

Asbury Park is well provided with mercantile establishments for the supply of the necessities of life, and has also several churches, schools and manufacturing industries, incidental to a substantial town. The *Asbury Park Journal*, *Shore Press*, and *Daily Spray* are published here, the former two being weeklies, and the latter a daily during the season. There are unsurpassed railroad facilities from New York and Philadelphia, the Pennsylvania and New Jersey Central both reaching the Park. During the four warm months of last year, about a half million persons were landed at the depot and ninety-eight excursion trains made this terminal point. The new shore road of the Pennsylvania has opened up a popular route for Philadelphians and the South.

**"The Howard,"** Mrs. Mary Sexton, Proprietress, southwest corner of Seventh Avenue and Webb Streets.—Mrs. Sexton, a lady of considerable experience as a hostess, has taken the management of "The Howard" for the season of 1882. It is a large three-story building, fitted with ample accommodations for seventy-five guests. It is nicely appointed and well furnished in handsome style of white ash, and is replete with every needed requisite to make it a perfect home. It is beautifully located and near the ocean and Sunset Lake, and has magnificent views of the beach. As a popular family home, it has no rival in Asbury Park in comfort or delightful situation. The table appointments are in keeping with its other attractions, and moderate rates are established.

This popular house has been enabled by careful management to not only retain its old patronage, but each season add to the number, until at present it is one of the most reliably-patronized in Asbury Park, as it is among the most convenient.

**Seaside Paint Co.,** E. H. Walker, Manager, White Lead, Zinc, Colors, Oils, Glass, Varnish, and Painters' Supplies.—It is now over a period of nine years since this enterprise was founded under the management of Mr. Walker, who is a native of England and has been thirty-one years a citizen of the United States, and since his arrival in Asbury Park has made an enviable and highly popular standing as a business man. The store building is of frame, two stories high, 25x56 feet in dimensions, and fitted up in every way desirable for the trade. The stock carried is estimated at a value of \$3,000, and is composed of a full assortment of paints, oils, glass, varnish, zinc, colors, white lead, etc. The sales will reach about \$36,000 per annum, the trade done covering a wide section of the surrounding country and along the coast.

**Bevan House,** Mrs. M. A. Bevan, Proprietress, Second Avenue near Kingsley Street.—This elegant house is one of the leading houses that have been added to the list of those already established in Asbury Park, and is first-class in all its fittings, furniture and appointments. The location is second to none, being within two minutes' walk of the ocean. It is a fine three-story edifice, with comfortable accommodations for eighty guests, and from its inception became a popular favorite, its hostess, Mrs. M. A. Bevan, having considerable experience in the business in the city of New York. Its chambers are light, cheerful, and furnished with spring beds and hair mattresses. A first-class table is kept, and is supplied with all the luxuries and delicacies of the season. Popular rates are established, and considering the excellent home comforts given, are very moderate.

Visitors to Asbury Park can certainly find no more comfortable retreat to enjoy the delights of this resort at less prices, than offered by the attractive and superbly-managed Bevan House, now so thoroughly conducted in the interests of its patrons.

**Germania Cottage,** Mrs. F. Pagenstecher, Proprietress, Fourth Avenue and Kingsley Street.—This handsome and cozy cottage has recently been opened for the season of 1882, and has good accommodations for twenty guests. It is charmingly located near the ocean, with fine sea views and is a pleasant family resort. The cottage is nicely furnished with all modern comforts, and is near the bathing grounds. The table will be found a leading feature among the many home-like comforts, and will be furnished with all the luxuries of the market. Attached to the cottage is a fine ice-cream saloon, named the Philadelphia Ice-Cream Parlor, where the choicest ice-creams and confectionery are supplied, the apartments adding to the attractions of the Germania Cottage, and will prove a decided acquisition to the comforts of the sojourners by the ocean.

**Ocean Hotel, G. L. Atkins & Son, Proprietors,** Asbury Avenue, between Berg Avenue and Kingsley Street.—This beautifully located house is one of the favorite prominent summer houses of Asbury Park, and ranks as first-class in all its fittings and appointments. It is a splendid three-story building, with ample accommodations for four hundred and fifty guests. It occupies an attractive site on Asbury Avenue, between Berg Avenue and Kingsley Street, and is close to the beach, thus commanding an uninterrupted view of the ocean. Among its leading features is a first-class orchestra, which daily discourses music for the pleasure of its guests, and is engaged for the season. In the rear of the building is a handsome court laid out with beautiful flower-beds, etc. Many of the sleeping chambers, all of which are cheerfully and handsomely furnished, command a view of the beautiful expanse. The first floor contains the spacious dining hall, reception parlors, handsome business office, ball-room, etc. Its cuisine is up to the standard of all first-class hotels. The house is now in its sixth season, and has won a reputation as an elegant summer resort that is second



to none. The house has been enlarged of late, and has a first-class bowling alley and billiard-room. The drainage is perfect, sanitarily, and all the surroundings are unequaled in the Park. A liberal reduction is made in rates to parties remaining by the week or season. Messrs. G. L. Atkins & Son, the popular proprietors, are old established favorites with the guests. They are also proprietors of the Florida House, at St. Augustine, Florida.

**John C. Hathaway, General Furnishing Store,** Main Street.—Mr. Hathaway, a native of Monmouth County, and Director of the Board of Freeholders, was the owner of the Hathaway House, of Deal Beach for fifteen years. Seven years ago he founded his present enterprise and now controls one of the most prominent branches of the trade of Asbury Park. The store occupied is a three-story frame building of 32x82 feet in extent, and all the floors are used in the trade. The stock carried is estimated at \$20,000, and is composed of a fine line of general furnishings for all household purposes, a full assortment of crockery, wooden and willowware, cottage furniture, builders' hardware, paints, oils, tableware, cutlery and agricultural implements, seeds, etc. Sales are at the rate of \$60,000 per annum, the trade done being mostly local. Eight experienced clerks are generally employed in the several departments.

**Terry Villa, Mrs. Eckert, Proprietress,** Fourth Avenue, between Grand and Heck Avenues.—This charming home is only in its second season, it having been erected two years ago. It is unsurpassed in beauty of location, being shady, cool, and surrounded by fine trees; it is near the ocean, and has extensive verandas up to the second story. Terry Villa is a large three-story building and is fitted and furnished with all the best appointments to make it a popular and perfect family home. There are ample accommodations for forty-five guests, and throughout the entire building the furniture is of the best, and well calculated to add to the comfort of the guests. The premises are surrounded by a shady grove; an excellent table is kept, which is furnished with all the delicacies of the season. Popular rates have been fixed and all the comforts of a home are given.

**C. E. Bobst, Oriental Bazaar, in Lake View House, head of Wesley Lake.**—At nearly all the seaside summer resorts along the coast of New Jersey, during the season, attractive Oriental bazaars have formed a leading feature, where every description of foreign shells, Japanese curiosities and articles of interest can be purchased by visitors. Prominent among this class of the representative industries of Asbury Park, is that known as the Oriental Bazaar. The stock comprises almost an endless variety of beautiful sea-shells from all nations, Chinese curiosities, etc., gathered from distant lands, sea mosses, strange and wonderful goods from Japan and China, forming wonderful curiosities and decorations for seaside cottages. The bazaar is a neat frame building of 20x36 feet in extent, and is located on the Main Street in the Lake View House, opposite Wesley Lake. It was established three years ago by Mr. C. E. Bobst, a native of New York, and a gentleman of great experience in the selection of this class of goods. He represents the famous house of Nepond & Co., of New York City, and has an extensive store at 146 East State Street, Trenton, in the same business. A branch store has been opened at Kingsley Street, in the Park, near the Coleman House, for the convenience of patrons at the ocean hotels.

**I. K. Hope, Dealer in Slate Mantels, Builders' Hardware, Doors, Sash, Blinds, Paints, Oils, Lamps, Farming Utensils, etc., Main Street.**—Messrs. Walling & Hope encouraged by the vast progress in building enterprise in Asbury Park and Ocean Grove, within the past year established this active house, and shortly afterward Mr. I. K. Hope succeeded the firm and now controls the entire business. He occupies a frame building 30x50 feet in extent, which is equipped and fitted in a superior way for the trade. The stock is estimated at \$5,000, and composed of a fine assortment of slate mantels, builders' hardware, carpenters' tools, sash, doors, blinds, cornices, centre-pieces, lamps, paints, oils, farming utensils, etc. Sales are extensive, and a successful trade is being established. Mr. Hope is a native of Monmouth County and a gentleman of thorough business executive ability and integrity.



**Hotel Asbury, Beach & Co.,** Proprietors, Main Street.—This is the first season for these gentlemen in the management of this house. The firm is composed of Joshua M. Beach and his son, J. Morris Beach, and they have had valuable experience elsewhere as proprietors of summer hotels. The Asbury is a four-story frame with tower, and has fifty choice rooms. Hotel Asbury is well and comfortably furnished, and sets an unexceptional table. Its rates are moderate for its solid home-like comforts and the house has been doing a large summer trade since it was first established. It is admirably located opposite the railroad depot on the Main Street and has superior accommodation for transient and permanent guests. The new proprietors, by their experience and business tact, will make the house an undoubted success.

**Guy Mansion, Mrs. J. F. Bowen, Proprietress,** Second Avenue near Kingsley Street.—This charmingly-situated summer home is located quite close to the ocean and commands the most splendid views of the beach, and is also near Deal and Sunset Lakes and convenient to all points of interest. All its appointments are first-class, an excellent table being kept comprising all the delicacies of the market. It is a fine three-story edifice, comfortably accommodating sixty guests, and is newly and well furnished. There is an extensive veranda erected to shade it from the sun. The sewerage is good, and pure water has been introduced into the house. It is under the best of home-like management, and is the property of its hostess, Mrs. J. F. Bowen, who is now conducting it for the second season.

**Stockton House, Misses Schoonover, Proprietresses,** No. 22 Second Avenue, third door from Kingsley Street.—This is the first season this delightfully-situated house has been under the management of its present proprietresses. It is built on high ground and only one and a half blocks of the ocean. There are accommodations for forty-five guests and the chambers are neat and clean and furnished with good beds. There is an abundance of excellent water and every comfort and convenience is provided to make it a most desirable modern home. The house is located on the shady side of the avenue and has fine verandas, with splendid ocean views, being close to the beach. It is first-class in all its appointments and sets an excellent table. The rates are moderate and its home comforts complete.

**Lake View House, A. R. Toland, Proprietor,** corner Main Street and Railroad Avenue.—This old and popular establishment is the first hotel that was built here, now over a period of twelve years ago, and has ever since held a leading rank among the hotels of the State. It is under the popular and courteous management of the genial host, Mr. Toland. It is a frame building of two stories high, having thirty rooms, all well furnished, with the home comforts and necessities. Mr. Toland is a native of Sussex County and is popular with his guests. An excellent table is kept, and the lovely lake and Ocean Grove opposite the house, adds much to its already popularly established reputation. Mr. Toland is an energetic, ambitious man, and has other business interests besides the hotel. A new restaurant and ice-cream saloon has been added, and board can be had either *a la carte* or by the week.

**W. H. Jones' European Hotel, Cookman Avenue, opposite Railroad Depot.**—This popular hotel has been for the past five years established, and is the only one in Asbury Park kept on the European plan, and a decided acquisition to the public in general. Its comforts are many, and parties arriving late will find good rooms at moderate prices. The tables are supplied with the best of the market, and everything on its ample bill of fare is cooked and served to order at the most moderate prices, notwithstanding the high rate of articles of every kind. It is the leading restaurant of Asbury Park, and highly popular with visitors. Its popular proprietor, W. H. Jones, is an established favorite, and has had many years' experience, as a caterer and hotelman, having kept the Stickel House, of Dover, New Jersey, for five years, the Waverly House, of Waverly, for two years, and the Oceanic, of Shrewsbury River, for four years. The restaurant is handsomely fitted up, and all its appointments are in keeping with taste and neatness. Mr. Jones is assisted in the general management of the house by his amiable wife who, with himself, are popular favorites with visitors at the Park.

**Metropolitan Hotel, Theodore Oves & Son, Proprietors,** Northeast corner of Asbury and Heck Avenues.—This elegant summer resort has been five years established, and has attained a popularity as one of the favorite and popular houses of Asbury Park. It is a fine three-story edifice, and has ample accommodation for two hundred and thirty-five guests. It has been newly furnished, and is not surpassed in its fittings, furniture and appointments, by any house of its class. All modern improvements have been added, in addition to which it has a magnificent location and attractive surroundings. The chambers are large and airy, and its drainage is perfect. It is lit with gas, and the water supplied is of the purest quality. The house commands a splendid view of the ocean and surrounding attractions, and for in-door entertainment has a bowling-alley for ladies and gents. The table will vie with the best in the Park. A children's and nurses' play and sitting-room has been fitted up in a convenient portion of the building, and the dining-room has been enlarged and a new kitchen erected, separate from the main house, thus avoiding all heat and odor of cooking, etc. Popular rates will be made with guests remaining for the season. A 'bus attends all trains.

**Mrs. H. B. Engard, Second and Berg Avenues.**—This lady's neat cottage is a two-story frame, delightfully located, and has elegant lawn and grounds. All who see the place admire it and congratulate the owner on having so delightful a home by the sea. It is such elegant cottages which serve to make and adorn Asbury Park.

**Oriental Hotel, H. Dixon, Proprietor.**—This charming house is delightfully located and has advantages not surpassed in the Park, being close to the ocean, of which it commands a splendid view. It is a fine four-story edifice, with accommodation for three hundred guests, is replete with every modern convenience and fitted and furnished as a first-class family home. It is under the experienced care of a first-class hotel manager and caterer, formerly of the Howland House of Long Branch. A band of music has been engaged for the enjoyment of guests, and the most liberal terms have been established.

**Elberon House**, Mrs. Ingalls, Proprietress, Northeast corner of First and Grand Avenues.—One of the most desirable family homes and summer resorts of Asbury Park is this neat and well appointed establishment, which is now under the management of Mrs. Ingalls. It is a large three-story edifice, and has good comfortable accommodations for seventy-five guests. The house is well furnished as a family home, nicely shaded and cool, and situated within five minutes' walk of the ocean. A superior table is kept, and all the delicacies of the season are provided in abundance. The Elberon House is replete with every needed requisite for a modern home. Moderate rates are established for the comforts offered, and the home is unexcelled as a seaside home.

**H. B. Johnson**, Watchmaker and Jeweler, Main Street.—The jewelry and watchmaking business is always a leading one in the industries of a town. Mr. Johnson is a native of Mercer County, and six years ago founded one of the finest jewelry establishments in Asbury Park. The store is in a frame building 25x50 feet in extent, filled with every essential for the display of the attractive goods. His stock is estimated at \$3,500 and is composed of a fine assortment of watches, clocks, jewelry, silverware, etc., all of the finest class in style, make and fashion. The sales are at the rate of \$4,500 per annum. Repairing in every line of jewelry and watchmaking is done, two experienced hands being regularly employed, and all work done is warranted for one year or more.

**Hope Cottage**, Mrs. T. A. Seger, Proprietress, No. 47 Cookman Avenue, opposite Bangs.—This desirable family cottage has been taken under the management of Mrs. Seger, an experienced hostess, and opened for the season of 1882 for the reception of guests seeking a pleasant home for the summer. It has comfortable accommodations for twenty-five guests and is well furnished in the neatest manner, with all the comforts of a home. There is good sewerage and pure water, and is centrally situated between the beach and depot, which gives it many advantages over other cottages. A good table is kept and rates are moderate. Mrs. Seger has been for seventeen years at Princeton and has the advantage of considerable experience in the business. She has made the Hope Cottage a complete home, and there can be no hesitancy in recommending it to the reader.

**P. M. Barber**, Builders' Supplies, Lumber, Millwork, Hardware, etc., Railroad Avenue.—One of the most extensive lumber dealers of this section of the State is Mr. Barber, whose factory is located at Montgomery in Pennsylvania, and who has other extensive branches of his trade in Philadelphia and in Washington, District of Columbia. Mr. Barber founded his lumber yard in Asbury Park three years ago, and in this short space of time one of the largest trades of the town has been established, the immense progress in the building up of residences, cottages and summer resorts, offering large facilities for trade. The building occupied is of frame, 50x150 feet, with a second of similar dimensions, and a lumber yard covering an area of 200x300 feet. The entire premises are admirably located on Railroad Avenue, and a switch has been made from the main line for the receipt of goods and shipment of orders, the large demands on the house demanding convenient facilities. The stock carried is one of the most extensive of any similar house in the trade, and consists of

hardware and builders' supplies, lumber of every kind, lath, shingles, pickets, sash-doors and blinds, shutters, millwork, slate-roofing, plumbing and gas-fitting, blacksmith and carriage makers' supplies, wood and slate mantels, registers, paints, lead, oil, plaster centers, etc., Victor gas machines for lighting hotels and residences, heating, cooking and ventilating apparatus, etc.; the estimated value of which is \$75,000. Sales are at the rate of \$30,000 per month in the season. Mr. Barber is a native of Pennsylvania, and is one of the leading representative and solid merchants of Asbury Park.

**Wyatt House**, Miss K. A. Wyatt, Manager, Third Avenue and Berg Street.—This is one of the most pleasantly situated first-class summer resorts of Asbury Park, being located on one of the loveliest avenues and near the ocean, commanding a splendid view of the Atlantic. It is a large edifice of three stories high, and has comfortable accommodations for eighty-five guests. The chambers are large and airy, and furnished with spring beds, and it has all the needed facilities for making a seaside home comfortable and enjoyable. An excellent table is kept. A fine view of the ocean is had from its broad piazza. The beautiful lakes in close proximity, offer every inducement for rowing and boating. It is nicely furnished throughout and replete with every home comfort. A bus attends all trains for the conveyance of guests to and from the house. Moderate rates have been established and are very reasonable, yet all the comforts of a first-class house are given.

**Redway & Co.**, Real Estate and Insurance Agents, and Public Auctioneers, Cookman Avenue, second door from Depot, Asbury Park, N. J.—The extensive real estate and insurance business of the above firm has been five years established, and is the oldest and largest at Asbury Park. They have nearly all the property for sale, letting, renting and most of the cottages for summer resort on their books, and are prepared to meet all inquirers on immediate application at their office, thus saving the purchaser or rentor the wearying search. The office is located close to the railroad depot and convenient for all visitors to this delightful summer resort. Mr. Redway is a native of New York City, and is thoroughly experienced in all transactions of real estate, either in buying, selling, renting or leasing, as well as the general management of real estate property. The firm has a large amount of cottages, etc., for sale or renting always registered on their books. Insurance risks are made in the most reliable companies and on very reasonable terms.

**Gilsey House**, M. E. Peckwell, Proprietor, corner of Seventh Avenue and Webb Street.—This beautifully-located summer home is now in its fourth season, this year being under the management of the experienced proprietor who formerly conducted the Princeton House. It is an elegant three-story building, with ample accommodations for one hundred and twenty guests. It is fully fitted and nicely furnished with every regard to home comforts, and has all the latest modern improvements, including gas throughout all the rooms, and has a billiard-room in connection. It commands a splendid view of the Atlantic and is located near Sunset and Deal Lakes, and its surroundings are very attractive. The table is superior, and its rates are at popular prices, special terms being made with guests remaining all the season.



**Chamberlin House,** Mrs. A. B. Chamberlin, Proprietress, Lake Avenue.—This is one of the most delightfully-located summer hotels in Asbury Park, being situated on the bank of Wesley Lake. It is well furnished and appointed with all home comforts and being a handsome three-story edifice has ample accommodation for fifty guests. It is only five minutes' walk of the beach, and is replete with every comfort for those desiring a seaside home, having every facility for bathing, boating and fishing. The railroad depot is only a three-minutes' walk distant. The table is first-class and comprises the best the market offers. Mrs. Chamberlin has had the house three years under her management and has made it a popular and favorite home with guests.

**Thomas C. Moore,** Real Estate and Insurance, 42 Main Street.—Two years ago Mr. Moore came from Philadelphia, his native city, and established himself here as a real estate and insurance agent, and he has now succeeded in gaining a large amount of business. The office is a frame building, 18x50 feet, and is most centrally located. All kinds of property is bought, sold, rented or exchanged. Money loaned, rents collected and every branch of the real estate and insurance business is transacted. Mr. Moore has many of the cottages for sale or rent registered on his books, and is at once prepared to suit all inquirers. Mr. Moore is also an experienced attorney, practicing in U. S. Courts, and giving attention to patent cases and other specialties.

**W. L. Atkinson,** Dealer in Paints, Oils, Varnishes, etc., etc., No. 12 Bond Street.—The trade done in paints, oils, varnishes and wall paper at the opening of the season, along the entire line of the summer resort on the coast is of considerable magnitude. In 1864, Mr. Atkinson founded his present enterprise, and has long held a prominent rank in this line of industry. He is a native of Monmouth County, and one of the most respected of his townsmen. The store occupied is well located, and is a frame building of 16x30 feet in extent, and fitted and equipped for the trade with every requisite. The stock, valued at \$2,000, is composed of paints, oils, varnishes, Union White Lead, brushes, artists' tube colors, Pierce & Co.'s prepared paint, etc. Sales are at the rate of \$4,000 per annum. Mr. Atkinson generally employs twenty-two experienced hands, and is a contractor for painting in all its branches. He succeeds in his line, because of being a man of energy, push and activity.

**C. Brown,** Dealer in Tobacco, Cigars and Pipes, Stationery, Fishing Tackle, etc., Main Street.—A number of years ago this store was founded and is now one of the finest cigar establishments in Asbury Park, to which has been recently added a superior assortment of stationery, plain and fancy goods, with law blanks and fishing tackle. The store occupied is 20x30 feet in extent, and the stock carried is estimated at a value of \$2,000 and is composed of a fine selection of cigars, tobacco, pipes and smokers' materials, and also plain and fancy stationery, law blanks, fishing tackle, etc. The sales are large, reaching about \$600 per week. Mr. Brown, the founder of the store, is a native of Monmouth County, and one of the popular and progressive traders of Asbury Park, having identified himself with its trade and progress from the very first. Ambition, energy and push has made this stand, and it occupies one of the very best positions in the town.

**Clark House,** A. A. M. Clark, Proprietor, corner Grand and Sewall Avenues.—This is generally known as the Pioneer House, having first been built as a private house and enlarged to its present extent. It is now one of the prominent first-class family hotels of Asbury Park, and is replete with all the comforts of a home. It is a fine, detached mansion and stands on handsome grounds, laid out as a pleasure garden, is beautifully shaded, cool and centrally located for all points of interest and near the lakes and ocean. The house has been eight years established, and with many improvements has ample accommodations for one hundred and twenty-five guests. The rooms are large, airy and well ventilated, comfortably furnished, and have gas and closets in each. The ocean is only five minutes' walk distant, and the depot ten of the house. There is a fine reception parlor and large dining-hall. The surroundings are of the most charming and attractive character, there being shady walks and groves near at hand. The table, one of its many leading features, is supplied with all the delicacies of the market in a manner reflecting great credit upon the head. The stage meets all trains for guests, and the rates are at popular prices and will be found most reasonable for its superior accommodations.

**D. R. Reed,** Druggist and Pharmacist, Main Street.—Mr. Reed, a graduate of the Philadelphia College of Pharmacy and a native of the State of Delaware, has within the past six months founded one of the leading and most elegant establishments of Asbury Park. The store is a nice frame building of 18x35 feet in extent and is elegantly furnished with every requisite for the drug business. Mr. Reed carries a full line of choice family drugs, medicines, toilet and fancy articles, mineral spring waters, etc., the stock being at all times kept replenished with fresh goods, and in value about \$2,500. Two experienced clerks are regularly employed and physicians' prescriptions are most carefully compounded day and night. An elegant branch store, 25x15 feet in extent, has been opened for the season of 1882 on Cookman Avenue, fronting the West End Hotel.

**C. L. Shepherd,** Groceries, Provisions, Flour, Boots, Shoes, Notions, etc., Main Street, opposite Broadway Gates of Ocean Grove.—Among the new business enterprises that have been added to the mercantile interests of Asbury Park and Ocean Grove, is that of Mr. C. L. Shepherd, who opened here during the past year as a general grocer and shoe dealer. The store is in a frame building, with a front of twenty-five feet, and extending back to a depth of fifty. The stock is an extensive one and composed of a full line of fine, fancy, family groceries, flour, provisions, boots, shoes, etc. The business is quite large, and gradually growing to greater proportions. Mr. Shepherd was born in Monmouth County, and is fast advancing in the ranks of commercial enterprise.

**Leslie House,** Mrs. H. J. Smith, Proprietress, Fifth Avenue.—This desirable home has been opened for the season of 1882 by Mrs. H. J. Smith, and is a perfect home of comfort, with ample accommodations for fifty guests. It is nicely furnished and appointed, its chambers being models of taste, well ventilated and furnished with white ash and walnut. The location is unsurpassed, fronting on Sunset Lake and only five minutes' walk of the ocean. It is first-class in every respect and an excellent table is kept.

**The Anchorage**, Mrs. M. R. Thorne, Proprietress, near Ocean, Second and Berg Avenues.—The Anchorage has one of the most charming locations at Asbury Park, and it is replete with every home comfort. Being a three-story edifice there are good accommodations for guests. It is well furnished, has good sized rooms, excellent table and the grounds are nicely shaded and near the ocean. It is surrounded by attractive walks and has a fine field before its doors. Rates are moderate for the comfort offered.

**Surf House**, Mrs. E. A. Martin, Proprietress, First Avenue and Kingsley Street.—Five years ago this elegant and spacious summer resort came under the management of Mrs. E. A. Martin, the house having been previously founded five years, and it is now known as one of the leading and popular family hotels in Asbury Park. It was built and owned by Mrs. Martin. It is a large three-story edifice of fifty rooms, and has ample accommodations for one hundred and twenty-five guests. The Surf House is well furnished and all the chambers have spring beds and hair mattresses, and are models of comfort. The cuisine is among the leading features of the house and is in experienced hands, and will be found to be up to the highest standard of excellence. Its location is unsurpassed, being within one hundred yards of the ocean and convenient to all the beautiful attractions of the lakes and their charming scenery, the balconies of the house affording delightful views. The dining hall is large and cheerful, and there are handsome reception rooms and a telephone in the office. Its rates have been lowered to the popular standard, and special terms will be made for guests remaining all the season.

**J. T. Imlay & Co.**, Groceries, Provisions, etc., 95 Cookman Avenue.—One of the houses of Asbury Park is that of the firm of Imlay & Co., who founded their extensive enterprise eight years ago as general grocers and provision dealers. They are to-day among the leading ranks of the business community of this rising and prosperous town. The store building is of frame, 25x45 feet in extent and one of the finest grocery establishments of its class. The stock carried is estimated at \$3,000, and composed of a full assortment of fine, choice family groceries, fruits, flour, feed, vegetables, teas, sugars, coffees and spices. The sales are at the rate of \$27,000 per annum. Seven hands are employed and two wagons are kept in constant delivery of goods to patrons, and a large local business is done. The members of the firm are J. T. Imlay, a native of Monmouth County, and J. H. Davis, also of the same county.

**Avon Cottage**, M. J. Sampson, Proprietor, corner First and Berg Avenues.—This beautifully located cottage is in its second season and forms a leading feature among the popular seaside homes of Asbury Park. It is a three-story building and has ample accommodations for sixty guests and is nicely furnished with the best modern comforts. Being located close to the ocean, it commands splendid views of the Atlantic and has a fine grove adjoining, well planted with shade trees. It is protected from the heat of the sun by extensive verandas. It is a popular resort with guests from New York and Philadelphia. Moderate rates have been established for the first-class comforts given. It is under the management of M. J. Sampson, of Philadelphia, who has had considerable experience in the business.

**Central House**, Mrs. O. L. Minton, Proprietress, Southwest corner of Summerfield and Cookman Avenues.—It is now three years since this highly popular summer home has been established, and it now ranks among the prominent houses of its class in Asbury Park. The building is a neat one and has good accommodations for thirty guests, being well furnished as a comfortable home. A good table is kept and very moderate rates are prominent features. Mrs. Minton, its favorite hostess, has had considerable experience as a manager, and has left nothing undone to render the Central House desirable for her guests.

**Crescent House**, Mrs. J. T. D. Myer, Manager, corner Cookman and Grand Avenues.—Mrs. Myer has again assumed the management of this popular house which has good accommodation for seventy guests and is pleasantly located, well furnished and in every respect a nice comfortable family home. It has been established for three years and is located near the ocean, in view of Wesley Lake and has many advantages to recommend it as a modern home for the comforts of those desiring such. The table will be a leading feature among its home comforts. Mrs. Myer, its experienced hostess, has grown into popular favor from her former excellent management of this house, and nothing has been omitted to make it a most desirable home. Moderate rates have been established, which will be found very reasonable for the superior comforts given.

**Hotel Bristol**, Mrs. M. S. Wells, Proprietress, Asbury Park.—This is one of the most delightfully located houses here, right on the ocean front, and having most inviting surroundings. The house has been completely renovated, is furnished in handsome style, and sanitarily and otherwise, is all that could be desired. The ventilation of the rooms is a distinctive feature of excellence, and the home-like comforts pervading the house will make it much sought for, and duly appreciated. Mrs. Wells, the present proprietress, is a lady of experience, business tact and vim, having been engaged in the boarding-house business at 10 West Forty-sixth Street, New York. She bears an exalted reputation for cleanliness, comfort, the best of attendance and a table simply unsurpassed. Her rates will be reasonable for the comforts afforded. The "Bristol" has full and unbroken ocean view from its rooms and porches, and is a magnificent frame structure, three stories and sixty-eight rooms. Mrs. Wells' son, Edwin Adams Wells, will assist her in the office, and the house will, in one word, be equaled by few and excelled by none.

**Earley's Second Avenue Hotel**.—This is the first season Mr. Earley has undertaken the management and proprietorship of this fine family hotel, which has accommodation for one hundred guests. The hotel is quite a new house, is admirably located on Second Avenue, and has a splendid ocean view, large airy rooms, handsomely fitted and furnished with all modern home comforts. It is quite close to the ocean, with extensive verandas, while its interior arrangements are first-class in every respect. The most reasonable rates have been established for the solid comforts given. Its excellent cuisine forms one of the leading features of its many comforts and vies with the best tables of more costly establishments. Mr. Earley, its popular proprietor, will be remembered as proprietor of the National Hotel of Trenton for some years.



**The Garfield,** A. H. Stockton, Proprietor, Second Avenue, near the Ocean.—This new and elegant summer home was built a year ago on a beautiful location within one hundred and fifty yards of the ocean, which affords splendid views of the promenade all along the ocean front and is one of the best appointed houses in Asbury Park. The appointments are all first-class, new furniture, spring beds and hair mattresses, and water on every floor, and is fitted and fully equal to the best hotels on the coast. The Garfield is a fine large edifice, having accommodations for one hundred guests, and nothing has been omitted to make it one of the most perfect and home-like resorts in the Park. All its rooms are light, airy and lofty, and the drainage, a very important consideration, is perfect. It has become a popular house from its many home-like advantages. The elegant table will be found one of its leading features, the luxuries of the season being supplied liberally. The popular proprietor, Mr. Stockton, has gained an enviable repute, he formerly being connected with the Centennial House, of Ocean Grove, and possessing a knowledge of the business that makes him the proper person to manage a successful house.

**Treat, Ormerod & Co.,** Manufacturers of and Dealers in Ash, Walnut and Enameled Chamber Suits, Main Street.—One of the largest business enterprises of Asbury Park has been within the past year established by this spirited firm, who, since their inception, have made a successful stand. The store occupied is one of the largest in the town, and is an extensive frame building, with a front of thirty and a depth of two hundred feet, fitted in the best manner for the large business carried on. The stock carried is one of the largest of its line in Monmouth County and estimated at a value of \$15,000. The variety is extensive, and comprises a full and varied assortment of ash, walnut and enameled chamber suits and furniture of all kinds. The sales are extensive, the growing enterprise in building demanding a large increase in this line in Asbury Park and Ocean Grove. The senior of the firm is Mr. G. H. Treat, a native of Connecticut, and also engaged in the grocery business; Mr. G. C. Ormerod is a native of Monmouth County, and is also in the boat building business. He was a member of the Monmouth County Board of Freeholders from Asbury Park. Both gentlemen are among the leading and prominent men in both the social and commercial ranks.

**The Langtry,** T. Richards, Proprietor.—This new family hotel has just been built and handsomely finished in hard wood, and is an elegant three-story edifice of sixty rooms, providing comfortable accommodations for one hundred guests. It has large piazzas on the two first floors, which extend all around the building. It stands detached, and as it overlooks the sea, it has a full view of the Atlantic. The rooms are handsome and all newly furnished with every home comfort. The location is unsurpassed, being only a few minutes' walk of Sunset Lake, one of the great attractions of the Park. Fine drives and walks abound in every direction. The table is supplied with all the delicacies and luxuries of the market, fresh fruit, vegetables, milk, etc. The Langtry is first-class in every respect, and its rates are moderate for its superior and home-like comforts, and the house is entitled to rank among the best summer resorts on the coast of New Jersey.

**Grand Avenue Hotel,** L. Sill, Proprietor, Northwest corner Grand and Summerfield Avenues.—This superior house is one of the oldest and best hotels in Asbury Park, having been built and opened in 1873, and is under the management of its owner, Mr. L. Sill, who has, ever since its foundation, devoted his energies and experience to the comforts of his guests, at the same time establishing himself as a popular favorite with his numerous patrons. It is a conspicuous edifice of three stories high and having a frontage of one hundred and fifty feet on Grand Avenue, and one hundred and twenty feet on Summerfield Avenue, and beautifully located within a few minutes' walk of the ocean. It has been enlarged, having now ample accommodations for two hundred and fifty guests, and is fully fitted and elegantly appointed as a first-class modern home, replete with all the best family comforts. The location is unequalled, being near Sunset and Wesley lakes, beautiful sheets of water, which gives it many advantages. It was the first hotel of any magnitude built in the Park, and from its superior management and style, it is now one of the most popular. There are large and shady lawns, which are seldom to be met at the seashore, and all modern improvements have been introduced in the house, including gas, large parlors and new, fine, cheerful business office. Extensive piazzas surround the building, shading it from the heat of the sun. The house is furnished throughout with taste and every comfort as a modern home, and all its chambers are model ones, being furnished with spring beds and hair mattresses. During the summer season its guests enjoy delightful musical entertainments and hops. Omnibuses and baggage wagons run to and from all trains. Reasonable rates have been established for the summer months and for guests desirous of remaining for a longer period. From the popular success that this house has been meeting with the last few years, the proprietor has arranged to add an additional story next season, and then, when completed, it will be one of the finest in the entire Park.

**The Irving,** Miss M. Laudenslager, Proprietress, 17 Third Avenue, west of Kingsley.—The Irving has been established for the past four years, and is a fine three-story edifice, with accommodations for fifty guests. It has extensive verandas, and from every point of the house beautiful views of the ocean and the charming surroundings are presented. It is contemplated to erect a sun parlor for winter. All the chambers are substantially furnished and have many home-like comforts. Many of them are arranged in family suits and are fine, cheerful apartments and furnished with spring beds and hair mattresses. Dr. C. Karsner, the well-known physician from Germantown, Philadelphia, has his office in the building, although from the unusually healthy attributes of the place, doctors find but little to do.

**The Belvedere,** Charles A. Young, Proprietor, Ocean Avenue.—The Belvedere is a fine three-story edifice, with ample accommodations for seventy-five guests, and is fully fitted and nicely furnished as a perfect family home, replete with all modern comforts. It is situated on the beach and has an uninterrupted view of the Atlantic Ocean, and has every facility for surf-bathing directly opposite its doors. The Belvedere is first-class in every respect, and its management is unsurpassed, being for the past three years under the care of its favorite host, Mr. C. A. Young.

**Curlew House,** Miss E. R. Kirk, Proprietress, Second Avenue, near the Ocean.—This superior establishment is located on Second Avenue and quite close to the ocean, of which it commands a magnificent view. It is a fine three-story building with accommodations for eighty-five guests, and is within two hundred and fifty feet of the beach in front of the bathing grounds. The Curlew has been under the experienced management of Miss Kirk for the past two years and is fully fitted and appointed as a superior family home, being newly furnished. It has all the latest home comforts, and sets an unexceptional table. Surrounding it are extensive verandas on two sides which shade its guests from the sun and from which splendid views of the ocean are presented. All its rooms are light and cheerful, and there are nice corridors. It is located half-way between the lakes which gives it superior inducements for guests. Reasonable rates have been adopted. The beautiful groves, drives and walks that surround the house give it many attractions as a charmingly located home by the sea.

**John Hagerman,** Steam Saw Mill, and Building Lumber and Materials, Main Street.—Mr. Hagerman has been established in the manufacture of every class of building lumber and building materials for the last six years and has also been extensively engaged in the building industry, having unsurpassed facilities for the business in his steam saw mill, where all mouldings, scroll sawing and turning is done. The mill is a frame building, 42x47 feet in extent, and is fitted with the best machinery, which is operated by steam. Thirty hands are employed in the mill and lumber yard, throughout the sheds and different branches of the trade. The stock carried is estimated at \$2,000, and is composed of every description of building lumber, mouldings, scroll work, and building materials. The sales are about \$75,000 per annum. Mr. Hagerman is a native of Monmouth County and one of the most prominent among the social and commercial circles of this community and esteemed as a manufacturer and a citizen. He has built Park Hall, Public School, the Baptist Church, Ocean Hotel, Metropolitan, Arlington (Ocean Grove), Sunset Hall, Post Office and Cook's Block (the only brick building in the place) and cottages in great numbers.

**The Windsor,** A. V. and H. P. Davis, Proprietors, corner Second Avenue and Kingsley Street.—This superior house is second to none in any respect as a first-class family home, replete with every comfort. It was built by its present proprietor, and since its first inception it has been a highly popular favorite with guests from Philadelphia and New York. It is charmingly located within fifty yards of the ocean, and is a large, four-story edifice, having ample accommodations for one hundred and twenty-five guests. There are hot salt-water baths and all its chambers are cheerful and well ventilated, and the entire house is handsomely furnished. The cuisine is under a professed cook, and the table is one of its many features and is first-class. Popular rates have been established, and for the home-like comforts it gives, its charges are most reasonable. The house has been recently remodeled and enlarged, and is at the present time second to none in Asbury Park. For solid seaside comforts, at a moderate rate, the Windsor is certainly unexcelled.

**St. Nicholas Cottage,** Mrs. J. Aitken, Proprietress, No. 51 Fifth Avenue.—This pretty cottage home offers many attractions to guests and visitors to Asbury Park, seeking surf-bathing and quiet retirement for the summer. It is delightfully situated opposite Sunset Lake and within five minutes' walk of the ocean. It has recently been opened for the season, and has ample accommodations for twenty-five guests. It is replete with all modern comforts, substantially appointed and nicely furnished, having every facility for boating and fishing. It stands detached, and has beautiful scenery and nice grounds. Its table is one of its leading features of home comforts, and rates are moderate.

**Lounsberry & Gravatt,** Dealers in Stoves, Heaters, Ranges, Tinware, etc., Cookman Avenue.—There is no branch of industry of so deep an importance to the general community of any town or city than that of the stove, heater, ranges and tinware line, for the trader in these goods holds so large a catalogue for general use, the householder has no trouble in procuring his wants. Four years ago Messrs. Lounsberry & Gravatt founded their present enterprise, and have in this short period of time built up a large and prosperous trade. The store occupied is a frame building of 20x40 feet in extent, with a large store-house in the rear 20x30 feet, and is well fitted for the trade with the latest implements and best tools for the manufacture of tinware, copper, tin and sheet-iron ware. The stock carried is estimated at \$4,000, being composed of a fine assortment of stoves, ranges and heaters, tin and sheet-iron ware, etc. Four experienced hands find regular employment in all the branches of the trade. Tin-roofing, spouting, etc., are made a specialty, and all work done is guaranteed. The members of the firm are C. Lounsberry and R. Gravatt, both gentlemen of practical experience in the trade, and natives of Monmouth County.

**St. Albans,** Mrs. C. C. Paddock, Proprietress, Sixth Avenue, near Kingsley Street.—This handsome summer home is most pleasantly situated within one block of the ocean and the bathing-grounds, and close to Sunset Lake, and is unsurpassed in its charming scenery. It is a neat four-story edifice, with ample accommodations for fifty guests, and has been entirely and newly refurbished. Extensive verandas have been erected, which protect it from the sun, and nothing has been omitted to make it a home replete with all modern comforts. It is first-class in every respect, and within three minutes' walk of the ocean and the baths, and has boating and bathing facilities. A well appointed stage attends all trains for the conveyance of guests and baggage to the house.

**Richmond House,** Mrs. Silas Hall, Proprietress, Third Avenue, between Kingsley Street and Berg Avenue.—This is nearly a new house, it having been only in operation since 1880. It is a three-story building, having accommodations for seventy-five guests and is delightfully located near the ocean, with nice shady trees and a fine grove close by. The beautiful Sunset Lake is quite near, and all the surroundings are of the most charming character. The house is handsomely furnished, has spring beds and all the comforts of a modern home, and is quite a popular and favorite resort for families. The table is one of its leading features of excellence and is supplied with all the luxuries of the market. Fine piazzas surround the house and splendid views of the ocean are to be had from its windows.



**Park Cottage,** Mrs. Worrell, Proprietress, corner Cookman and Summerfield Avenues.—This neat cottage has been for the past year under the experienced management of its present hostess, Mrs. Worrell, and adds to the list of the many delightful summer homes in Asbury Park. It is a neat three-story building, with good accommodations for thirty guests, is well and comfortably furnished, setting an excellent table. The house is charmingly located near Wesley Lake, and convenient to the business section of the town. Moderate rates have been established. Park Cottage by reason of the many advantages will be found well deserving a share of public patronage.

**D. H. Lefferson & Co.,** Dealers in Grain, Feed, Hay, Straw, etc., Main Street.—One year ago this enterprising firm founded one of the leading business enterprises that have lately been added to the industries of Asbury Park, and have succeeded in building up a large and successful trade. Their mill for the manufacture of feed is a frame building of one story, about forty feet square, and runs one pair of stones. The stock carried is estimated at a value of \$1,500, and is composed of a fine assortment of grain, feed, hay and straw of the best qualities. The sales are already at the rate of \$1,200 per month, the trade done being mostly local. Three experienced hands find regular employment in the mill and store. The firm is composed of D. H. Lefferson and W. H. Applegate, natives of Monmouth County and gentlemen of much experience in the trade. They are making rapid advances to the front ranks of the men of enterprise of Asbury Park.

**Brigham Cottage,** Mrs. Bunker, Proprietress, 81 Cookman Avenue, near Bond Street.—Mrs. Bunker, an experienced lady, has assumed the management of this popular cottage home, for the season of 1882, and from its many advantages and good location it has gained a prominent place among the family resorts of Asbury Park. It is a superior three-story house, having good accommodations for twenty guests, and is very comfortably furnished, nicely shaded and cool, with extensive veranda in front. The house is pleasantly located near the business section of the town, and within a short distance of the ocean. It is replete with home comforts and sets an unexceptionable table. There is no more comfortable home (at its rates) in Asbury Park, at which to sojourn.

**Willisford Dey,** Real Estate and Insurance Broker, No. 109 Cookman Avenue.—With considerable experience and a first-class office in the central part of the town, this gentleman has founded one of the most complete real estate and insurance enterprises in Asbury Park, for the general transaction of every branch of the business. It was the first real estate office here, and has on the books very many of the cottages and houses of the best class in Ocean Grove and Asbury Park for sale or rent, with lots for building on, so that all parties desiring any place or any description of property, or property holders of houses or cottages, would consult their own interest by calling on Mr. Dey. In the insurance department of the business, Mr. Dey represents the following fire insurance companies: Insurance Company of North America (Phila.); Liverpool, London, and Globe, England; Phoenix, of Hartford, Ct.; Niagara of New York; Union, of Philadelphia; Manufacturers', of Boston; Lancashire, of England; Royal, of England; London and Lancashire, of Eng-

land; Phoenix, of Brooklyn; Commercial Union, Queen's and Fire Association, of England; Providence and Washington, of Providence, R. I.; Metropole, of Paris; City of London, England; German-American and others.

**Rutgers House,** Mrs. C. Lewis, Proprietress, Fifth Avenue and Heck Street.—This very charmingly located house is now under the management of the experienced hostess, Mrs. Lewis, and opened for the season of 1882, and as a home, replete with every needed comfort. It is a fine detached edifice, with ample accommodations for thirty-five guests, neatly and nicely furnished and beautifully located, having splendid views of the ocean, from which it is but five minutes' walk, and opposite Sunset Lake. Its chambers are cheerful and furnished with spring beds, and the parlor has a fine piano and other attractions. The table is in keeping with all its comforts and partakes of the best of the market. Moderate rates are established, and the Rutgers House must be ranked among the best of its class in Asbury Park.

**Asbury Park "Journal,"** J. L. Coffin, Proprietor.—The press of a city is the best proof of the prosperity, taste and refinement of the community, and one of the best evidences of this is furnished by the *Asbury Park Journal*, one of the best newspapers of Monmouth County. It was established seven years ago and is a weekly issue of thirty-two columns, of independent politics, having one of the widest circulations of any paper in the county, and is a first-class advertising medium. The *Journal* gives a general epitome of the news of the day and all the passing events of note and is the recognized journal of this section of the coast of New Jersey. Mr. Coffin, its editor and proprietor, is a capital journalist and in his selections from exchanges shows considerable taste and judgment. He is a native of Nantucket, Massachusetts, and one of the most esteemed of the community of Asbury Park.

**Howell House,** Mrs. Howell, Proprietress, Southeast corner Fifth Avenue and Emory Street.—This pretty seaside home has just been named and opened for the season of 1882 by its present favorite and well-experienced hostess, Mrs. Howell. It is a nicely-planned three-story edifice of twenty-one rooms, having good accommodations for twenty-five guests. It is well furnished and is replete with every home comfort. It is beautifully located on Sunset Lake and has a fine view of the Atlantic Ocean. The chambers are cheerful rooms, and are well ventilated and light. The cuisine forms a leading feature among its home comforts, and is provided with the best the market offers. Moderate rates have been established.

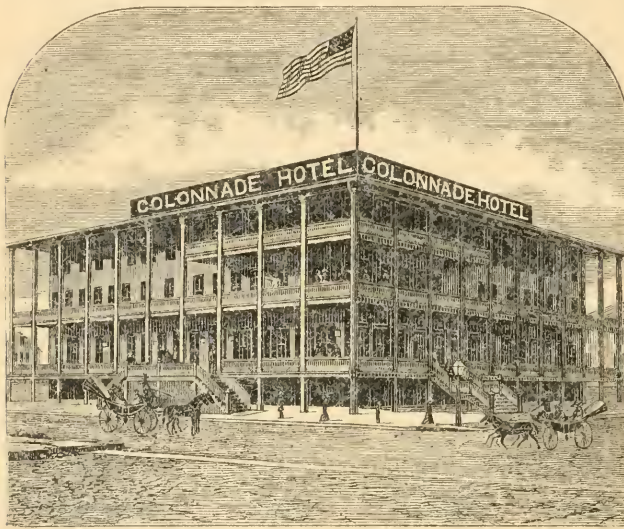
**Street Cottage,** Mrs. M. Street, Proprietress, corner Cookman and Monroe Avenues.—This is the first season for this desirable cottage, which is a neat edifice, three stories high, with ample accommodations for twenty guests. Street Cottage is very pleasantly located on the leading avenue to the ocean, from which it is only a few minutes distant, and is opposite the Wesley Lake and Ocean Grove, giving it very charming scenery. Surrounded by shady trees and detached, it possesses many advantages and comforts. Its rates, notwithstanding the superior accommodations, are at popular prices and its hostess, Mrs. Street, has left nothing undone to make it a desirable home for those desiring such.

**Colonnade Hotel**, Philip Hildrich, Proprietor, corner of Fourth Avenue and Kingsley Street.—This is the second season Mr. Hildrich has had the management of this popular house, which is one of the leading summer resorts and family hotels of Asbury Park. It is a large and attractive edifice of three stories, with wide verandas all around, and with interior arrangements most perfect. There are accommodation for two hundred guests. It is handsomely furnished throughout and has modern improvements, and is not surpassed as a summer resort and family home. It is first-class in all its fittings, furniture and appointments, and under the best of management. The splendid table will be found up to the standard of the best hotels for luxury, the cuisine being in the hands of experienced caterers. Mr. Hildrich, its popular and favorite host, has spared no pains to sustain the high reputation that has been established for the Colonnade Hotel during his first season. The location is one of the finest in the Park, accessible to

overlook the great national benefit and everlasting blessings of a sound and practical business education, such as gained at this college. Without it there is no prosperity for either the mind or trade, and its elevating influences are beyond estimate. A few of the leading features of the Asbury Park Business College study is embraced in the teaching of bookkeeping, modern banking, telegraphy, exchange, arithmetic, etc., etc. The most moderate rates have been established and the college is open in full session, and under able preceptors and is doing a successful business. It is under the management of E. Errickson and G. M. Lane, gentlemen of well known ability as instructors of youth.

**Uriah White**, Plumber, Well Driver, Gas and Steam Fitter, Main Street.—Mr. White is the most extensive representative of his line of the industries of Asbury Park, and has long held the largest portion of the plumbing and gas fitting trade of this

prosperous town. So well known and popular has been his reputation as a business man and citizen, that it is unnecessary to do more than give an outline of his well-established business in this article. Twelve years ago he founded his enterprise here, and has held the leading rank in it ever since. The store occupied is a frame building, 25x80 feet in extent, with a basement the same size, all of which is utilized for the trade, including the workshop in the rear, which is fitted with the best implements and tools. The stock carried is valued at \$12,000, and is composed of an extensive line of plumbing and gas fitting materials, pumps, etc. His sales are large, the trade done extending over the coast line. Fourteen experienced mechanics are employed in the different branches of the house in the execution of work ordered. He is the sole agent for the "Patent American Driven Well." Mr. White is a native of Monmouth County, and one of the



Sunset Lake and only two hundred feet of the surf, and an uninterrupted view of the ocean is had from the house. All its chambers are lofty, cheerful and well ventilated, and are furnished with spring beds and hair mattresses. Music and hops during the season are among its leading features of attraction, and the house may fairly claim to rank among the best first-class summer resorts on the coast.

**Errickson & Lane's Asbury Park Business College**, corner of Main Street and Cookman Avenue.—The want of such an institution as a practical business college had long been felt by most of the rising and progressive business sections of the State, and until this system was established the young men were without the excellent facilities that are now enjoyed. Business colleges of the present day include buying, selling, exchange, banking and custom house operations, book-keeping and arithmetic, together with the various routine of business or commercial life to suit the pupil for any walk or position in trade or commerce. The immense importance of such educational institutions are too well known to need praise, for none that have the rearing of youth should

leading business men of Asbury Park. The importance of perfect drainage and plumbing such as done by Mr. White cannot be overestimated.

**John Grant**, Builder and Contractor, Main Street.—The builder and contractor is an important branch of the industries of every town, but more especially to so progressive a section of Monmouth County as Asbury Park, where so many capitalists and investors in lots are engaged in the erection of houses and cottages. There is no branch of the community who stand more in need of the services and experience of the contractor than these, he being fitted by study and calculations in taking out the different quantities of materials and labor, so as to be enabled to give an estimate of the total cost for the erection of every style of house or cottage. Mr. Grant has been established here for the past three years, and has gained a leading rank in the business. The building is of two-story, frame, and 20x60 feet in extent. The stock carried consists of building materials of every class, and a considerable trade is done. Twenty hands are regularly employed in the several departments of the house. Mr. Grant is a native of Ocean County.



**The Hamilton**, Mrs. A. Crawford, Proprietress, Cookman Avenue near Kingsley Street.—This is one of the new additions made this season to the list of the first-class family homes by the ocean and forms one of the leading attractions of this beautiful resort by the sea, and makes it one of the loveliest spots on the shores of the Atlantic. It is a fine new edifice of four stories high, and has ample accommodations for one hundred guests. Its location is second to none, being in close proximity to the ocean and Wesley Lake, of which it commands fine views. It has been specially built for a family summer home and newly equipped and comfortably furnished. The house is lighted with gas, is detached, and opposite West End and Coleman Houses and near the leading first-class hotels and enjoys the music of the bands of these fashionable resorts. A spacious veranda runs in the front of the entire building from which a full view of the ocean is had. The surf-bathing is unsurpassed, and the lakes afford excellent facilities for boating and nautical pleasures. The Hamilton is under the experienced management of the amiable and ladylike hostess, Mrs. A. Crawford, who will be well remembered as the proprietress of the St. Clare House last season, and who won a high place in the esteem of her numerous guests and patrons.

**Woolley & Reed**, Pharmacists, corner Bond Street and Cookman Avenue.—Messrs. Woolley & Reed have just began trade, and in such a thorough business manner as leaves not the smallest doubts of their unquestionable success in the near future, they both being gentlemen of professional abilities as druggists and pharmacists. Their store is one of the most complete of its line of business and is fitted in the best taste for the trade, and is admirably located at the corner of Bond Street and Cookman Avenue. The stock carried is valued at \$1,500 and is composed of the choicest assortment of fine, fresh family drugs and medicines, fancy toilet articles, etc. Prescriptions are carefully compounded, and none but the purest drugs are used. The firm is composed of S. D. Woolley and Jas. J. Reed, both of whom are natives of Monmouth County and young gentlemen of the highest reputation, and fast advancing to the front ranks of the representative business men of Asbury Park.

**The Neptune**, Mrs. Woodhull, Proprietress, corner Second Avenue and Bangs Avenue.—This elegant seaside home is one of the leading summer resorts that have been added to the attractions of Asbury Park for the season of 1882, and from its superior equipments and home-like comforts it has already leaped into popular success. It is a fine four-story edifice and fitted up with comfortable accommodations for sixty guests. It is charmingly located near the ocean, of which it commands splendid views and has handsome grounds attached, which are well shaded and on a broad avenue lined by a shady grove of trees. As a private family home it has few equals in the Park. The chambers are all cheerful and the entire house is well and comfortably furnished in a superior order, combined with taste and comfort. It is next door to the open Tabernacle grounds, which gives it increased attractions. An excellent table, provided with the choicest of the markets, is a feature, and the service is of the most desirable. Notwithstanding its unsurpassed comfort its rates are at popular prices for the whole season.

**Grand View**, M. Hodgson, Proprietress, Second Avenue, above Kingsley Street.—This attractive house has just been taken under the experienced and popular management of Mrs. Hodgson, late of Atlantic City. It has only been four years established and has gained a leading rank among the summer resorts of Asbury Park as a superior family home, replete with all modern and home comforts. The Grand View is a fine three-story edifice, with ample accommodation for sixty guests. There are extensive verandas erected to the second story, which give it charming advantages in the hot summer, from which splendid views of the ocean can be had. The surroundings are very attractive, being only within a short distance of the beach and abounding in lovely shady walks and groves, and has good boating and bathing facilities. The beautiful Sunset Lake is only five minutes' walk of the house. A first-class table is kept, comprising the best the market supplies. Popular rates have been fixed on, notwithstanding the high prices prevailing.

**N. E. Buchanan & Co.**, Lumber and Building Materials, Main Street, on the Railroad.—There is no more important branch of the industries of Asbury Park than that of lumber and building materials, the great increase of the erection of residences and cottages for summer homes rendering enlarged facilities for this branch of trade. Prominent among the leading representatives is this enterprising firm of N. E. Buchanan & Co., who have been established for the past nine years. The yard for the storage of lumber is 200x245 feet in extent and is filled to repletion with every description of building lumber. The store and office is 26x75 feet. The stock carried is estimated at a value of \$80,000, and is composed of building materials of every class, brick, lime, cement, lumber, lath, shingles and hardware. The sales are at the rate of \$180,000 per annum. Constant employment is given to ten experienced hands throughout the various departments of the business. The members of the firm are N. E. Buchanan, G. V. & G. A. Smock, all natives of Monmouth County and gentlemen of the first position in the social or commercial ranks of their fellow-townsmen.

**Mrs. W. H. Miles**, Stationery, Fancy Goods, Cards, Fans, Bathing Suits, Toys, etc., No. 88 Cookman Avenue.—One of the neatest and most complete establishments of its class in Asbury Park has just been founded by this lady, centrally located in the best business section of the leading avenue to the ocean. The stock carried comprises a nice assortment of plain and fancy stationery, books and periodicals, birthday cards, paper plaques and fans, newspapers, magazines, toys, perfumery, fancy articles in great variety, and Domestic paper fashions. Bathing suits are made to order and repaired, and plain sewing and stitching for hotels and private families is done. Mrs. Miles is an accomplished lady and thorough business woman.

**Rural Home Cottage**, Mrs. W. G. Faatz, Proprietress, Fourth Avenue and Emory Street.—This neat summer home has been opened for the season of 1882, by its present hostess, and is charmingly located in a fine grove of trees fronting on the beautiful Sunset Lake. It is a large three-story edifice, with good accommodation for twenty-five guests, and is within four blocks of the ocean. It is excellently furnished, and sets a superior table, comprising all the best supplies of the market, the rates being very moderate.

**Star Cottage**, Isabella Thompson, Proprietress, Sewall Avenue, between Grand Avenue and Heck Street.—This neat cottage is one of the most desirably-situated houses that have been added for the season of 1882, and has been taken under the management of its present hostess, a lady of much experience. It is a large three-story edifice, with ample accommodation for forty-five guests and is comfortably furnished and neatly carpeted, the chambers having spring beds and many other inviting features. Miss Thompson was formerly the proprietress of Beach Cottage, and by her excellent management has won a favorite place with her guests. A good table is kept and rates are moderate for the many comforts given.

**Voorhies & Cook**, Groceries and Provisions, corner Bond Street and Bangs Avenue.—One year ago this enterprising house made their addition to the trade of Asbury Park; in the short period since their inception they have made great progress and are fast advancing to the front ranks of the leading houses of this prosperous town. The store is a frame building of 20x30 feet in extent, and is neatly and well appointed for the business. The stock carried is valued at \$1,500, and is composed of a fine assortment of groceries and provisions, etc. The sales are at the rate of \$8,000 per annum. Four experienced clerks are employed and two wagons are kept in constant use in the delivery of goods. The firm is composed of C. C. Voorhies, George C. Cook and Joseph E. Voorhies, all natives of Monmouth County and gentlemen of the highest social and commercial rank among their fellow-townsmen.

**The West End Hotel**, J. S. Ripley, Proprietor, Northwest cor. Kingsley Street and Asbury Avenue.—Mr. Ripley was formerly associated with Mr. Sill, as proprietors of this first-class house, and recently purchased its entire interest and is now its sole proprietor. He has made it one of the best summer houses in Asbury Park, replete with all modern home-like comforts. It is a fine four-story edifice of one hundred and fifty rooms, ample accommodation for two hundred and fifty guests, and is first-class in all its fittings, furniture and appointments. It is in every respect a superior family home and has extensive verandas which shade it from the sun. Its location is unsurpassed, fronting on the ocean and the views of the Atlantic and surroundings are charming. It has all modern improvements, its chambers being airy and cheerful. There are fine wide corridors, telegraph office, barber shop, etc., and the table is under the care of experienced caterers. During the season the house gives musical entertainments and social hops every week. The house's omnibuses run to all trains. The rates are moderate, considering the superior luxuries and home comforts, and liberal inducements are offered to those who desire to make the house their summer home. Mr. Ripley, its proprietor, is a highly popular host and a deservedly favorite one with his guests. He was formerly of the Grand Avenue Hotel, and will be remembered in his connection as one of its proprietors. He is a gentleman of great experience and courteous manners.

**R. M. Fielder & Co.**, Commission Merchants and Dealers in Butter, Eggs, Lard, Vegetables, Fruits, Etc., Junction of Cookman and Mattison Avenues.—This enterprising firm has been established for the past two years, and in that short space of time they have succeeded in building up a large, successful

trade, chiefly among the large hotels and the best families of the Park. They make a specialty in the supply of the hotels and the boarding houses, and pay full attention to orders by mail or by telephone. They occupy a large frame building, 25x100 feet in extent, with a cellar underneath, both of which are packed with goods received fresh daily from the producers. The stock dealt in consists of fresh fruits and vegetables, butter, eggs, lard, cheese, poultry, nuts, etc. Their annual sales are about \$10,000 for the summer season of three months. It is a matter of great importance to producers of the class of goods dealt in by this reliable and solid firm to have their merchandise placed in the hands of a house which can at once dispose of them and thus turn them into cash daily. The firm is composed of R. M. Fielder and S. O. Barber, both young men of thorough business habits, who began trade on a limited capital and are now among the most successful commission merchants of the Park, and highly respected by all who know them for their integrity and energy in trade.

**Norwood Hall**, Mrs. M. L. McCray, Proprietress, corner Fourth Avenue and Kingsley Street.—The Norwood Hall is one of the new and elegant additions that have been established in Asbury Park, it having been newly opened at the beginning of the season of 1882, under the management of Mrs. McCray, a lady of much experience. It is an elegantly appointed home, with accommodations for one hundred and fifty guests at a time, is attractively fitted and nicely furnished with all modern comforts. There is always a superior table, with recherche appointments. The large dining-hall and reception parlors are elegant salons, and form part of its leading attractions. Norwood Hall is located within a minute's walk of the beach and bathing grounds, and has a magnificent view of the ocean from the spacious halls and piazzas.

**J. F. Howland**, Undertaker, and Cabinet Work and Upholstering in all its Branches, corner of Bond Street and Cookman Avenue. Six years ago Mr. Howland laid the foundation of his present enterprise, and now fills a prominent rank among the leading men of Asbury Park. The store occupied is a frame building, 25x35 feet in extent, and the stock carried is estimated at \$2,000, which comprises a full line of furnishing undertaking goods, coffins, caskets, window shades, window cornices and picture frames, and a variety of every kind of household furniture. Cabinetmaking and upholstering is made a specialty. Sales are at the rate of \$7,000 per annum. Locksmithing is done and trunks are repaired. The united aid of five hands are employed in the business.

**The Victoria**, Mrs. S. Kemp, Proprietress, corner Second Avenue and Kingsley Street.—This is a large four-story edifice, quite new, and has been specially designed and equipped as a first-class family hotel. It is beautifully located only a short distance from the ocean, a grand view of which can be had from every room, and from its spacious balconies can be seen the entire ocean promenade. It is of handsome exterior, and has upper and lower balconies, and is very superbly furnished in its interior fittings and is first-class in every respect; it has wide, lofty halls, and can comfortably accommodate one hundred guests. Its rates have been put at popular prices, and special terms are made with guests remaining after September 1st.



**"The New England,"** Mackenzie & Wittenberg, Proprietors, Third Avenue, between Berg and Kingsley Streets.—This most desirable summer resort will rank among the best of its class as a charming and comfortable seaside home, and in point of beauty of location it has few superiors. It is a fine three-story building, with ample accommodations for fifty guests, and is very nicely and comfortably furnished and appointed, and replete with all modern, homelike comforts. Its table is among its many features of advantage and comprises all the luxuries of the season. It has a nice reception parlor, furnished with a fine piano, and is surrounded by attractive walks, etc. The ocean and Wesley Lake being convenient, give it unsurpassed advantages for those fond of bathing in the surf, and boating. The house has an extensive verandah in front, which makes it very pleasant in the hot days of summer. The proprietors, Messrs. Mackenzie & Wittenberg, are popular, and have added a new game of lawn ten-pins for the pleasure of its guests, and have also erected a handsome tent on its grounds.

**Johnes & Sons,** Flour, Feed, Hay, Grain and Straw, Corner Main Street and Asbury Avenue.—Among the several branches of trades that have been added recently to the business of Asbury Park, is that of Messrs. Johnes & Sons, who have founded their enterprise here within the past six months, and now take a leading part in this branch of trade. The store building is of frame, 24x30 feet in extent, and is well equipped for the business. The stock carried is composed of a fine assortment of flour, feed, hay, grain, straw, etc. Flour by the barrel is made a specialty. Sales are large, even in the short space of time since their inception in trade. The members of the firm are J. D. Johnes, a native of Mercer County, and his sons, W. W. and C. B., both natives of Monmouth County, all of whom are thorough business men.

**Kernwood Cottage,** Mrs. Kingsley, Proprietress, Northwest corner of First Avenue and Bay.—One of the most charmingly-located cottage homes, among those of Asbury Park, is the Kernwood Cottage, which is situated near the ocean and lake. It is a nice three-story edifice, and has ample accommodation for fifty guests, nicely and comfortably furnished, good sewerage, pure water, and is surrounded by nice walks and a fine grove of trees. The cottage is now under the management of Mrs. Kingsley, formerly of Kingsley Cottage, a lady of experience, who has won a favorite place with her guests. An excellent table is kept, and very moderate rates are established. The "Kernwood" is unsurpassed as a seaside home, and well worthy the attention of those desirous of being comfortably located while at the seashore.

**William Clerihew,** Groceries and Provisions, Etc., Main Street.—Mr. Clerihew is among the foremost representatives in the grocery business in Asbury Park, and has been established for the past four years. The store building is of frame and is 20x60 feet in extent. The stock, valued at \$2,000, is composed of a fine assortment of fancy family groceries, canned goods, flour and provisions. Three experienced clerks find regular employment in waiting on patrons, and the sales will reach \$20,000 per annum. Two wagons are constantly kept employed in the delivery of goods. Mr. Clerihew is a native of the city of New York, and is fast advancing to the front ranks of the enterprising business merchants of Asbury Park.

**Wright House,** Miss Wills, Proprietress, corner Cookman and Sewall Avenues.—This is the first year this neat summer home has been opened under the management of Miss Wills. It is a fine, three-story edifice, with good, comfortable accommodations for fifty guests. The house is nicely located close to the Coleman House and Ocean Hotel and most of the leading houses, and has splendid views of the lake, beach and Ocean Grove. It is within ten minutes' walk of the Railroad Depot and three of the surf. A superior table is kept, and rates are very moderate for the excellent home-like comforts given.

**J. E. Wortman,** Real Estate and Insurance, Main Street and Cookman Avenue.—The real estate and insurance agency business takes a very prominent lead at all the summer resorts along the shoreline, for without the valuable aid of estate agent, the letting and sale of property would suffer a severe loss, for he assumes all the interest for the owner, and relieves him of trouble in the sale or letting, renting and collection of rents, and the general management of the same. It is safe to state, that were it not for the real estate agent, few of the general public would undertake the weary task of an inspection of the vast number of cottages and residences that are placed in the market every summer for letting to visitors. But now one in search of such has only to call at the office of the agent who knows the different houses, etc. on his books, and can at once suit the wants of the inquirer. Four years ago Mr. Wortman founded one of the leading real estate and insurance offices here, and has conducted it in the most straightforward manner for the interest of all parties. He does every branch of real estate business in buying and selling, renting, leasing or conveying. He has control of the valuable building lots in West Asbury Park, than which no better investment can be found. The rapid increase of population requires such lots for building purposes, and they can be had on terms at once reasonable and inviting.

**Brown's Japanese and Chinese Bazaar,** Deitz Block, Cookman Avenue, (and at 29 South Eighth Street, Philadelphia).—The store occupied by this enterprise, at Asbury Park, is one of the most attractive of its class, and is 16x35 feet in extent, well fitted and appointed for the display of the curiosities and foreign collections. The stock carried is most extensive and comprises a vast collection of the most varied and beautiful sea-shells from all parts of the world, and vases, plaques, Turkish goods, shell jewelry of all kinds, Chinese lamps, etc. Mr. Brown makes a specialty of importing tea and giving it at cost price to the patrons of his bazaar at 50 cents per pound.

**Sunset Hall,** John Rockefeller, Proprietor, Fourth Avenue and Kingsley Street.—Sunset Hall is a spacious edifice, having ample accommodations for two hundred and seventy-five guests, and offers unsurpassed comfort at popular rates. Its chambers are high and cheerful and all the appointments and furniture are strictly first-class, the beds being fitted with springs and hair mattresses. The views of Sunset Lake and the ocean are unsurpassed and add to the many attractions. A telegraph office is in the building, and a free and well-appointed "Bus" runs to meet all trains. The "Hall" has been fitted with gas and the rooms are large and well-ventilated, while the table will be its chief attraction and luxury.

**Minot House,** Captain J. Minot, Manager; near the Bathing Grounds and between Wesley and Sunset Lakes.—This charming summer home has been established for the past three years, and has comfortable accommodations for fifty guests. The location is second to none, being near the bathing grounds and between the beautiful Sunset and Wesley Lakes. It is newly and handsomely furnished, and a well-appointed stage meets all trains for the conveyance of guests to the house. It is first-class in its appointments and sets a superior table. The house is to be considerably enlarged and otherwise improved. Beautiful grounds and grove, and pleasant walks surround the house. It is under the best of management of Captain J. Minot, who combines all the requisites to make guests happy and at home. Terms have been made moderate and will be found most reasonable for the superior comforts given. Transients will find the Minot House a delightful place to spend a pleasant day or two.

**The Shore Press Publishing Company,** A Weekly Journal and Job Printing Office, John C. Hathaway, President; Frank B. Warner, Secretary.—The press is the best evidence of the taste and enlightenment of a people, and wherever it is established the highest benefits must be derived from it as a public instructor, if in competent hands. "The Shore Press" is one of the leading evidences of this branch of industry and has been four years founded. It is a well edited and spiritedly managed paper of twenty-eight columns, of independent politics and has a large circulation covering a wide circle of the State of New Jersey. It is a first-class advertising medium, and under the best of management, being conducted by an incorporated company, styled "The Shore Press Company," at the head of which is John C. Hathaway, as president, and F. B. Warner, as secretary. R. P. Miller is the able editor of the paper, which was established in 1879. A first-class job office is attached, where the best plain and ornamental job work is done at the most moderate rates, the office being furnished with the best presses, types and furniture for the business.

**H. D. Coleman,** Painters' Supplies of every kind, corner Bond Street and Bangs Avenue.—Mr. Coleman founded his enterprise in 1878 and is now doing a large and successful trade. The store occupied is a frame building, 20x40 feet in extent, and is fully fitted and equipped in a superior order for the business. The stock carried comprises a line of paints, oils, glass, brushes, white lead, varnishes and painters' supplies of every kind. Mr. Coleman is a native of the State of New York and is one of the most experienced in his branch of the industries of Asbury Park, being a man of energy, push and progress. He has made marked progress in his calling and is a gentleman esteemed by all classes.

**Shady Side Cottage,** Mrs. Asher Wooley, Proprietress, corner of Emory Street and Monroe Avenue.—The situation of this neat home-like cottage is one of the best in the Park for those seeking a quiet and shady retreat, the location being cool and pleasant, and only within a few blocks of the ocean. It recently opened for the season of 1882, under its hostess, Mrs. Wooley, and has good accommodation for twenty-five guests. An excellent table is kept, and the cottage is well furnished, and offers all the best modern comforts at reasonable rates.

**Thos. S. Lokerson,** Coach and Wagon Builder, Main Street and Sewall Avenue.—One of the most prominent carriage and wagon building establishments of Asbury Park was founded seven years ago by Mr. Lokerson, who has ever since held one of the largest trades in this branch of industry here, and which is spread over the best part of the shore line and the County of Monmouth. The factory is a frame building of 36x75 feet in extent and is filled with all the best tools and implements for the trade. Eight experienced hands find constant employment in all the departments of the works. The stock carried is estimated at \$3,500, and is composed of heavy and light work and is limited to meet immediate demand, as most of the work done is on order. His sales are at the rate of \$5,000 per annum. Painting, trimming and repairing is made a specialty, and all work done is guaranteed.

**Albertson Villa,** J. F. Page, Proprietor, Third Avenue near Grand Avenue, opposite Education Hall.—This is one of the leading family homes which has been added to the summer resorts of Asbury Park, and is now under the experienced management of the above host for the season of 1882. It is a fine three-story edifice and can comfortably accommodate fifty guests. It is furnished in superior style and taste with walnut suits, and has perfect sewerage and pure water. It stands detached in nice grounds, is retired, shaded, and only five minutes' walk of Sunset Lake and the ocean. A superior table is kept, supplied with the best of the market's delicacies, and rates are moderate.

**F. R. Hutchinson,** Dealer in Choice Groceries and Provisions, Cookman Avenue, near Bond Street.—Mr. Hutchinson opened his present enterprise about four years ago and has, in the short period of time, become one of the leading and most prominent representatives of his line in Asbury Park. The store occupied is a fine frame building, 15x40 feet in extent, and is fitted and equipped in every way for the business. His stock is large and is composed of a fine assortment of family choice groceries, provisions, teas and coffees, pure spices, etc., etc. Its valuation is estimated at \$3,000 and the annual sales will reach \$25,000. Mr. Hutchinson is a native of Mercer County and is a first-class business man, filling a prominent rank in the social and commercial circles of his fellow-townsmen.

**Clifton House,** Mrs. E. Coleman, Proprietress, Third Avenue, second house from Ocean Avenue.—This superior house is pleasantly situated within one block of the beach, and is a fine spacious three-story edifice, with good comfortable accommodation for eighty guests. It is in its second season, under the best of management, and superiorly appointed and most comfortably furnished with every regard to home comforts, its rooms being lofty and cheerful, having spring beds and hair mattresses. Most of the chambers are in suites for families, with roomy closets, and open on fine wide corridors. The house is surrounded by fine extensive piazzas and verandas, which serve as agreeable shade from the sun. Reasonable rates have been established for the unsurpassed luxuries and comforts given. The table is on a par with all its advantages, and is furnished with all the delicacies of the market. It is under the management of its hostess, Mrs. E. Coleman, who has won a high place among her numerous guests.



**The Ashland,** Mrs. S. J. Hart, Proprietress, South-west corner Second and Berg Avenues.—This is a fine three-story edifice, desirably located near the ocean and Wesley Lake, is nicely shaded and retired, and has charming walks in the immediate vicinity. It has been two years under the management of Mrs. S. J. Hart, its present hostess, and has gained popular rank among the favorite summer homes of Asbury Park. The house is well and comfortably furnished, and an excellent table is kept, provided with all the delicacies of the season. Popular rates have been established, notwithstanding the superior home comforts given.

**D. D. Davis,** Manufacturer and Wholesale Dealer in Bedding, Mattresses, Feathers, etc., No. 1 Main Avenue.—The capital, indomitable courage and energy which some enterprising men start on is of far greater value, when coupled with practical experience and a will to accomplish its purpose, than money, and there are few instances in the history of trade in this work, where this has been so evident as in the case of Mr. Davis, who began his present enterprise on almost too small a sum to name, four years ago. In this short period of time he has built up one of the largest and most reliable trades in his line in Asbury Park. It must not be overlooked that in such a place as Asbury Park, with its rapid growth and the immense requirement for articles of furniture and bedding, etc., it offered unsurpassed advantages for an enterprising house, and Mr. Davis was not slow to observe this, and the rapid growth is not an unnatural result. The store and factory is located in the second floor of the frame building, 45x100 feet in extent, at No. 1 Main Avenue. The stock carried is valued at \$5,000, and consists of a large amount of mattresses of every description, bedding, feathers, pillows, etc. The sales are large and will reach \$20,000 per annum. Eighteen experienced hands are regularly employed in the making up of goods to order and for stock. Mr. Davis is a native of Middlesex County, and has spent his life in this trade, and is now one of the most respected of his fellow-townsmen.

**Githens & Shafte,** Manufacturers of and Dealers in Hotel and Cottage Furniture, General Hardware and House Furnishing Goods, Main Street and Railroad Avenue.—In the opening of Asbury Park and its beautiful adjoining seaside resort, Ocean Grove, within the past ten years, immense facilities have been offered for trade on the most advanced scale, and some of the largest enterprises of every branch of business and manufacture have sprung up in this portion of Monmouth County. Ten years ago, Messrs. Githens & Shafte established their present industry and now take the leading and most prominent rank of their branch in Asbury Park. The store occupied is a three-story frame building of 33x160 feet, and the entire premises and an adjoining building of large dimensions are used for the furniture department of the firm. The first floor is the show and wareroom and the second and third floors are used for storage of furniture. The side building is a two-story frame, 38x53 feet, and is entirely devoted to the finishing and painting. The large basement of the main building is occupied for the crockery and glassware department, willowware and cordage. Seventeen experienced mechanics find regular employment in all the departments. The stock carried is estimated at \$55,000, and is composed of a large assortment of household furniture, bedroom suits, house furnishing goods, general hardware, crockery, glassware and cordage. The sales of the

house will reach \$225,000 per annum, the trade extending throughout all the shore counties. The firm are prepared to furnish a house or hotel of any size from top to bottom, with every requisite to start, save in stoves, and have the reputation of being the most extensive establishment in the State and the oldest one in their line in Asbury Park, is well founded. The firm is composed of J. A. Githens, a native of Monmouth County, who founded the business when there were but three houses erected in the Park, and T. M. Shafte, a native of Ocean County, a first-class business man. These spirited gentlemen are among the leading business men of the town.

**The Aberdeen,** Mrs. O. N. Miller, Proprietress, First Avenue, second house from Emory Street.—This beautifully located summer home is one of the leading resorts that have been added to Asbury Park within the past year, and is under the management of the efficient hostess, Mrs. Miller, for the season of 1882. It is a fine three-story edifice, with ample accommodation for twenty-five guests, and is fully appointed as a charming home, and furnished with all modern comforts. There are nice grounds surrounding, the lot being 50x100 feet, and is beautifully sheltered. The location is very attractive, and an excellent table is kept, provided with all the best of the market. Moderate rates have been established, and there is no better seaside home.

**W. H. Wyckoff,** Florist, corner Main and Second Avenue.—Mr. Wyckoff takes the most prominent rank as a florist, and is a native of Monmouth County and the only florist of the town. The green-houses are fully stocked with the choicest plants and flowers, and a vast variety of the most beautiful exotics are kept on hand for transplanting. Hanging-baskets, vases and rustic work is done and furnished to order, and fruit, shade and ornamental trees are also promptly supplied. No party who admires handsome flowers need be without them, while there is such an attractive display on hand as is found in the green-houses of Mr. Wyckoff.

**G. W. Read,** Merchant Tailor, 121 Cookman Avenue.—The merchant tailoring industry has almost developed itself into an art, for there is as much science in the true fit as there is in many other branches of trade, and Mr. Read has proved himself in every respect one of the best. Five years ago he began business, and in this period he has built up a successful line of trade. The stock carried is limited, and the trade done is considerable, employing five experienced hands in the making up of goods to order. Mr. Read is a native of Burlington County, and guarantees a satisfactory fit. He also does repairing and cleaning.

**Gillette House,** K. G. King, Proprietor, Sewall Avenue, corner of Heck Street.—This superior summer home was opened for the season of 1882 on June 10th, and is an attractive edifice, with ample accommodation for sixty guests. Located within three minutes' walk of the ocean and ten of the railroad depot, it is convenient for all visitors. It is fully appointed as a first-class family home and replete with all modern comforts. Notwithstanding its superior appointments and unsurpassed advantages, its rates are moderate, thus making the Gillette House first-class in every particular.

**Sea View House**, T. M. Avery, Proprietress, corner of Cookman and Sewall Avenues.—This is one of the oldest houses in Asbury Park, being now in its ninth year. It is nicely located on Cookman Avenue and is a three-story edifice, containing good accommodation for fifty guests. Under the management of Mrs. T. M. Avery, its owner and favorite hostess, the Sea View House has taken a leading place among the first-class houses of this place. It has been renovated and newly furnished and has established a popular reputation among the summer homes by the sea. There is a good view of the ocean, and the detached situation offers many charming attractions for guests and visitors to Asbury Park.

**J. H. Sexton**, Furnishing Undertaker, Cabinet Work and Picture Frames, Main Street.—Mr. Sexton is a native of Monmouth County, and one of the most prominent furnishing undertakers in this section of the county. He has been established here for the last seven years, and now occupies a leading rank among the leading business men of Asbury Park. His establishment is a fine frame building of three stories, 40x48 feet in dimensions, and fitted and appointed in the best manner for the business with the most modern appliances. The stock carried is estimated at \$2,000, and is composed of a full line of undertaking materials, coffins, caskets and shrouds, frames, etc. The annual sales are at the rate of \$4,500. Cabinet work forms a specialty of the business. Four experienced hands find constant employment in the house. Night calls are promptly attended to and carriages furnished for funerals. Mr. Sexton is a thorough, practical business man, an excellent manager of funerals, and esteemed by all his fellow-townsmen.

**J. W. Conine**, Manufacturer and Dealer in Double and Single Harness, Whips, Collars, etc.—The harness industry is one of the most essential for the growing wants of Asbury Park, especially during the summer resort season, when close on thirty thousand of the best society are visitors, many of whom own their own turn-outs. Mr. Conine founded his present industry here two years ago, and now fills a leading rank in this branch of business. The store occupied is a frame building, 12x45 feet in extent, and is fitted with all the best tools and modern implements for the trade. The stock carried is limited, and comprises a fine assortment of single and double harness, whips, collars, rugs, etc., and sales are at the rate of \$1200 per annum. Two experienced mechanics find constant employment in the making up of orders. Mr. Conine is a man of energy, push and vim.

**Ashford Villa**, Mrs. B. L. Benson, Proprietress, Third Avenue, opposite Education Hall.—This villa has been taken under the proprietorship and management of Mrs. Benson for the season of 1882, and is handsomely furnished and appointed, offering advantages as a home replete with all modern comforts. It is a fine, detached three-story edifice, with ample accommodations for forty guests, and stands in a handsome plat. The sewerage is perfect, pure water is in abundance and location is unsurpassed, there being shady grounds and charming views. It is only five minutes' walk of the beach and two of the lake. The table will be found one of its leading features, and is spread with all the delicacies of the season. Popular rates have been established, and are moderate for its superior home comforts.

**Collier Cottage**, Mrs. William J. Collier and Mrs. H. D. Kerr, Proprietresses, Grand Avenue.—This pretty cottage has began the season of 1882 under the careful and experienced management of its present proprietresses, and is without question one of the most comfortable homes and summer resorts of Asbury Park. It is a nice three-story edifice, with comfortable accommodation for twenty guests, and is nicely furnished and well appointed with all modern and homelike comforts. The excellent table is unsurpassed, and the house is in the most perfect order and charmingly located, in close proximity to Wesley Lake. The proprietresses have established popular and moderate rates for the home comforts offered, and they have made it in every respect one of the desirable homes for families and visitors coming to enjoy the seaside for the summer.

**C. L. Smock**, Dealer in Choice Groceries, Cookman Avenue.—Mr. Smock is among the recent additions to the trade of Asbury Park, he having started within the past six months, and in this short period of time has made one of the most successful starts in trade of any house in his line. He is a native of Monmouth County, and a gentleman of thorough practical business experience, and one who must make a large success in his future operations. The store building is a frame, 16x40 feet in extent, and one of the neatest and best appointed of its line of trade. The stock carried is estimated at a value of \$1,500, and composed of a fine assortment of choice fresh family groceries, spices, teas and coffees. His sales are about \$250 per week, and the trade is rapidly increasing. Mr. Smock is a thorough man of business, and employs three experienced hands, and two wagons are kept in constant employment in the delivery of goods.

**C. D. Warner & Son**, Monmouth County Fire Insurance Agency, Main Street.—Messrs. Warner & Son have been established here since 1864, and are agents of insurance companies doing business in the county, with nearly \$100,000,000 capital. A few of the oldest companies represented are the following, viz.: The Aetna, of Hartford; the Hartford Fire Insurance Company; Continental, of New York; Clinton Fire Insurance Company, of New York; Hamburg-Bremen Fire Insurance Company, of Hamburg, Germany; La Confrance Insurance Company, of Paris, France; Farmers' Fire Insurance Company, of Pennsylvania; Girard Fire Insurance Company, of Philadelphia, and the Travelers' Insurance Company (Life and Accident), of Hartford, Connecticut. The rates have been fixed as low as any company of large experience can make them. The firm is composed of C. D. Warner and his son F. B. (the senior, of Red Bank, N. J.), and are among the leading members of these communities.

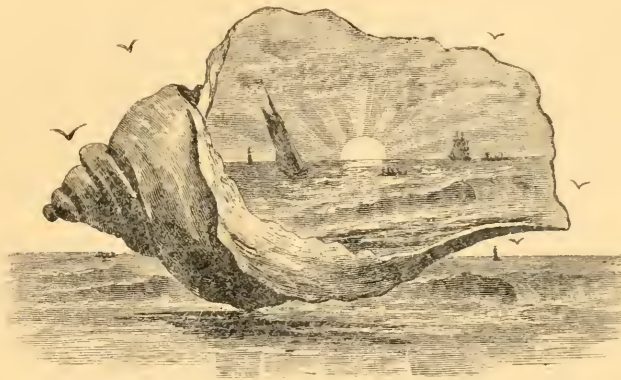
**St. James Cottage**, Mrs. Dill, Proprietress, Monroe Avenue near Heck Avenue.—Mrs. Dill has for the past three years been the conductor of this nicely located cottage-home, and has made it a popular favorite summer resort with visitors to Asbury Park. It is a neat edifice of three-stories, with comfortable accommodation for twenty guests and is well furnished as a family home. The situation is delightful, within five minutes walk of the ocean and has a lovely view of Wesley Lake, and is surrounded by beautiful walks, drives and shady groves. An excellent table is kept and rates are very moderate for the home-like comforts provided.



**The Fairfield,** Miss E. Ann Mead, Proprietress, Third Avenue near Kingsley Street.—This is the first season of this charming seaside home, which will be found a leading one among the many popular houses of Asbury Park. It is a fine, new three-story building, with comfortable accommodations for seventy-five guests at a time. There are three extensive verandas erected along its front, reaching to the third story, from which splendid views of the ocean can be had. It has a handsome reception parlor, and all its chambers are cheerful, light, and are attractively furnished with spring beds and hair mattresses. An unexceptionable table is kept and all the delicacies of the market are provided. Reasonable and popular rates have been established, notwithstanding its superior and first-class comforts. It is under the judicious and careful management of Miss E. A. Mead, its proprietress.

**Cahill House,** Mrs. M. D. Cahill, Proprietress, Third Avenue and Kingsley Street.—This elegant house is one of the leading ones at the Park and is charmingly located close to the ocean, commanding splendid views of the Atlantic and beautiful surroundings. It is a large first-class edifice of eighty rooms, with accommodations for one hundred and fifty guests, and is first class in every respect. The building is of three stories, with a lofty piazza all round, and the entire house has been thoroughly overhauled and put in the best of order. It is but two minutes' walk of the beach and bathing-grounds, and easy of access of the several beautiful lakes, on each of which there is a boat at the disposal of guests, free of charge. Mrs. Cahill, its amiable hostess, has considerable experience, having a large, double house at 1314 Arch Street, in the city of Philadelphia, where she is favorably known.

## OCEAN GROVE.



ONE OF THE MOST DELIGHTFULLY LOCATED SUMMER RESORTS ON THE COAST: ATTRACTIVELY BUILT UP, AND POSSESSING MANY CONVENIENCES AND COMFORTS NOT ENJOYED BY ANY OTHER WATERING PLACE.

The popularity of Ocean Grove, as a summer watering place for those desirous of being removed from the demands and bustle of fashionable life, as found in most of our seaside resorts, has spread throughout the country, and it is to-day as well and familiarly known as the names of Long Branch and Cape May, that have received visitors the greater part of the present century. Scarcely more than a decade since it was first originated, its growth has been as marvelous as its present prosperity is permanent, and its future will not only be one of advancement, but of improvement of buildings and grounds over their present condition.

About twelve years ago, some of the ministers and members of the Methodist Episcopal Church in Pennsylvania, New Jersey, and New York, conceived the design of establishing by the seaside a camp ground and a summer retreat for Christian families. They secured a plot of ground six miles from Long Branch, dedicated it to religious purposes, and commenced its improvement, under the title of the "Ocean Grove Camp-Ground," of Monmouth County, New Jersey. The association is authorized to make its own laws, and they have framed these so as to secure, for all time, the purposes they had in view when the work was commenced. No intoxicating drinks are permitted on the ground. Boating, bathing, and driving are

strictly prohibited on the Sabbath. All behavior unbecoming the repose of such a place, is at once suppressed. These regulations, and the natural advantages of the location, make it a pleasant and quiet place, where families can remain free from intrusion and annoyance, and where the beneficial effects of sea-air and sea-bathing can be enjoyed without the expense and tax upon the system, exacted at the resorts at which fashion and folly too often rule. A large number of cottages have been erected on the ground, and they increase rapidly each season. The style of these cottages, being limited only by the means and taste of the builder, varies from the cheapest to the most ornate, but all are homelike and cozy. In August, of every year, a camp-meeting is held on the grounds reserved for the purpose, continuing two weeks, and attracts an immense concourse of visitors. Ample provision is made for the accommodation of these, and tents are rented during the camp-meeting, or longer, if desired, at very reasonable rates. Ocean Grove is a peculiar institution, differing widely from ordinary seaside resorts, but is undoubtedly a popular and successful one.

The association was organized December 22, 1869, and their original purchase of land was sixty-nine acres, and this has subsequently been added to, until at present, the area included in Ocean Grove is about four hundred acres. The growth has been steady, and it is now estimated that there are seven hundred and fifty buildings within the corporate limits. The association makes the following statements of the present condition of the Grove :

Number of lots sold, 1,400; expended for land and improvements, over \$300,000; lots unsold, about 500; assets above all liabilities, not estimating unsold lots, \$76,371.20; value of private improvements, about \$1,000,000; number of persons arriving June, July, August and September, 1881, 500,000; pieces of baggage for the season, 55,000.

The Grove is regularly laid out, the streets graded and in good condition, and the entire area faced on the ocean point with a well-kept board-walk. This walk is sixteen feet wide, and is provided with numerous seats at convenient intervals, and also five pavilions, which afford ample room for all who wish to enjoy a view of the sea. The avenues receive the constant attention of the officials, and are daily sprinkled. The streets are very generally curbed, many of them by stone, and are permanent. One of the most important improvements in Ocean Grove, was the construction of Association Hall, in 1881. A view of which is given on page 136. In this building is located the post-office, one of the most complete on the entire coast, and the offices of the association. It is a handsome structure, and a credit and adornment to the builders and the Grove.

In addition to the delightful sea-bathing, residents and visitors have manifold objects of interest and means of enjoyment, prominent among them being the boating as afforded by the two lakes, Wesley on the north, dividing Ocean Grove and Asbury Park, and Fletcher on the south. These lakes are extremely popular, and the two float nearly seven hundred boats. One of the grandest sights of the Grove, is Wesley Lake about sunset, when probably four to five hundred gaily decorated crafts are flitting up and down, back and forth, loaded with human freight, all intent upon gaining the fullest enjoyment from the scene. From the report of the association, for 1881, the following extracts are made of the lakes and Park :

"Wesley Lake has retained its former popularity, and remained in good condition. The water has been partly, though not wholly, drawn off four times since the summer commenced, which, being done after heavy rains, has thereby been almost entirely changed this number of times. There have been four hundred and seventy-eight boats upon it this summer, seventy-eight of which were licensed by Ocean Grove to carry passengers, and probably about the same number by Asbury Park.

"The parks are not yet the things of beauty which they may be, and which the advanced improvements of other parts of our grounds demand. It is in reach of easy possibility to make these places points of great attraction. Thompson Park, Greenleaf Park, Woodlawn Park and others, all need money and labor. Thompson Park, as it is the resort of a large number of excursionists, particularly, needs additional seats and other ornamental improvements. We must have some place for this large class of persons. They come in increasing numbers every year. They gather around the auditorium with lunch baskets and bundles. When our officers send them away there must be a place to send them. Thompson Park seems to be the only relief. This will do, but it needs an annual expenditure of time and means to make it what it ought to be. Woodlawn Park, on Main Avenue, in a most public part of our grounds, is wild and neglected. It needs improvement, if for no other reason than that the first impressions of visitors might be pleasant. Greenleaf Park also needs attention."

Notwithstanding Ocean Grove has grown into a permanent town, the original idea of tenting during the summer months, common with the old-fashioned camp-meeting, is still possessed by many friends, and a very considerable portion of the grounds are dedicated to this purpose. The demand for tents in the Grove, contrary to all expectations, have not decreased, notwithstanding that the cottage and hotel accommodations



are most perfect and ample. The large auditorum near the centre of the plot, has a seating capacity of forty-two hundred people, and covers half an acre of ground. A view of this immense structure is given on page 126. A short distance from the building is located the model of Jerusalem, on the plot of ground north of Owen Pathway, between Central and Pilgrim Pathway. This beautiful, and according to the united testimony of all oriental travelers who have seen it, singularly correct and perfect structure, is the free gift to the Association, of Rev. W. W. Wythe, M. D., a member of the Erie Annual Conference of the Methodist Episcopal Church, now a resident of Ocean Grove. The origination of this model of Modern Jerusalem, and the working out the thought into this unique form, are due to his genius and skill. It cost a vast amount of careful thought and historical research, besides a very large outlay of money, and has proven to be one of the features of the Grove.

The delightful groves of the place receive the attention of the association, and to perpetuate this attraction, they have planted a large number of trees, three hundred and thirty-five being the number last year. Flowers, also, have been grown, and add their color and perfume to the beauty of the resort. The bathing facilities at Ocean Grove are most ample, there being over one thousand bath-houses at the north and south end of the ocean front, the beach in front of the Grove being entirely free of buildings, with the exception of the open pavilions.

There are efficient police and fire departments, and everything that can contribute to the comfort and well-being of residents and visitors. There are a large number of excellent hotels and boarding cottages, and each year they are being enlarged and the number increased. The railroad accommodations are ample, the Pennsylvania and New Jersey Central both having roads down the coast, using one station for both Ocean Grove and Asbury Park. The permanent population is about 1,500, while the summer population will probably reach 20,000.

**The LaPierre,** T. B. Shay, Proprietor, Fronts on Wesley Lake Terrace, Beach, Atlantic and Seaview Avenues, near the Ocean.—This leading and popular summer house is a spacious four-story edifice, and ranks among the most prominent of its class, and is first-class in all its fittings, furniture and elegant appointments. It is located within a short distance of the ocean, fronting on Wesley Lake Terrace, Beach, Atlantic and Sea View Avenues. It has 320 feet on the front, 100 feet on the lake, and 32 feet on the side Terrace, and from every point of the building the grandest panoramic scenery of the entire surrounding attractions is presented, which adds to its unsurpassed advantages. It is a conspicuous edifice, and combines the Madison with it, and has ample accommodations for two hundred and fifty guests. It has spacious piazzas, wide airy halls, is lit with gas made on the premises, has water introduced through the house, and is fully protected against fire. There are four boats on Wesley Lake for the pleasure of its guests. Its spacious dining-hall is a first-class salon, and will seat three hundred guests at a meal. It has two elegant reception rooms, a superior business office and a barber parlor is in the house. All its chambers are models of home comforts in their appointments, and are furnished throughout with spring beds, hair mattresses, etc., and open on fine corridors which form cool promenades, these spacious halls running the entire length of the building. Its well appointed bus and baggage wagon attends all trains for the conveyance of guests from the railroad depot. The cuisine is up to the standard of its other superior appointments, and is under a progressive cook. It has a reading-room for gentlemen attached. It is under the experienced and careful management of T. B. Shay, its popular host for the last two years, and must ever hold a leading rank as a home by the sea. Mr. Shay has been in the business for the past five years, and conducted the Arctic House for three years. The purest water has been introduced all over the building, and the LaPierre stands unrivaled as a first-class summer home in every respect. Reasonable rates have been established for guests stopping the entire season.

**Chalfonte,** Formerly "Season Cottage," Mrs. B. H. Taylor, Proprietress, corner Bath and Ocean Avenues.—This beautifully-located and desirable summer home by the sea is now in its second season under its present management, and offers unsurpassed comforts as a delightful, cool retreat for all desirous of modern and home-like comforts. It is a fine detached edifice, four stories high, having full accommodation for sixty guests, and, from the excellent management and comforts under its favorite hostess since the opening, it has become a popular resort with visitors to Ocean Grove. The chambers are attractively furnished and all laid out in family suits and are cheerful and airy rooms and well ventilated. Extensive verandas are erected to shade it from the sun, from which a splendid view of the ocean can be had and the cool breeze enjoyed. The location is not surpassed, being one of the finest in the Grove and the Chalfonte is first-class in every respect. Its cuisine is up to the highest standard and its dining-hall is under the best management and polite waiters. Moderate rates are established and guests will find no better home or comforts at the prices fixed on.

**The Ocean Queen,** Mrs. Boyd and Miss Johnston, Proprietresses, on the Beach and Ocean Pathway.—This is a large, airy and commodious three-story building, specially built and designed as a first-class family home by the sea, and is replete with every modern comfort to make it desirable for guests. It has been under the management, for the past two years, of its amiable and favorite hostesses, who have been for the past six years engaged in the business in Ocean Grove. It is situated on the Beach and Ocean Pathway, at the scene of the surf meetings, and commands an uninterrupted view of the grand Atlantic, and has bathing facilities, fronting, as it does, on the ocean. It will accommodate sixty guests, and is an all-year house. In connection with the house a pretty cottage has been added for increased accommodations, the popularity and comforts demanding more room. Its cuisine and all its departments are unsurpassed, and the management is the most complete.

**Centennial House,** Mrs. M. B. Davisson, Proprietress, Main Avenue, second door from Post Office.—This popular summer home, built in 1876, was specially constructed as a family home, and is a fine three-story building, with ample accommodations for seventy-five guests, and has been thoroughly renovated and newly furnished. It is now one of the best appointed of its class in Ocean Grove. It is nicely located on the Main Avenue near the post office, the lake and ocean, and the chambers are large, airy rooms and well furnished. Extensive verandas have been erected, which shade it from the sun and form pleasant promenades. It has been purchased and taken under the management of its present favorite hostess, Mrs. Mary B. Davisson, who has left nothing to be desired on the part of guests for their comfort. An excellent table is kept and rates have been established at popular prices.

**Lake Shore House,** Mrs. John Reihl, Proprietress, Broadway.—This popular summer resort is one of the leading homes by the sea, and is most delightfully located on Broadway only three hundred feet of the ocean and Sillagore's bathing-grounds, with splendid view of the Atlantic. The location cannot be surpassed, having in addition to its cool ocean breeze, the view of the charming sheet of water, Fletcher Lake, which is quite near. It is a large, fine edifice, with a superior dining-hall and reception parlor, furnished with an elegant piano. Its halls are wide and chambers nicely furnished, cheerful, airy and well ventilated. It is under the thorough management of its favorite hostess, Mrs. Reihl, of Woodbridge Hall, of Perth Amboy, who spares no pains to make it one of the most desirable homes for guests in Ocean Grove. Moderate rates govern the house.

**Douglass Cottage,** Mrs. Hettie Moore, Proprietress, corner Pitman and Central Avenues (opposite the Arlington).—This is one of the most cozy and perfect cottage homes in Ocean Grove, and is replete with all modern comforts, delightfully located and well fitted and appointed, lighted with gas made on the premises, and provided with hot and cold water. It is under the management of Mrs. H. Moore for the season of 1882, but has been four years in operation previously. The Douglass Cottage is a fine edifice of three stories high and has ample accommodations for twenty-five guests. It is furnished in a style of superior order, and its chambers all provided with spring beds and mattresses. It is located near the ocean and business section of the Grove and is a favorite with guests, through its superior comforts, excellent management and good table. Rates are moderate and popular prices are established.

**The Clarendon,** Mrs. O. H. Barnes, Proprietress, Pilgrim Pathway and Pitman Avenue.—This well-established and popular summer home is under the management of Mrs. Barnes for the present season of 1882, and is fitted with every requisite to make it a comfortable home. The Clarendon is a fine, three-story edifice, and has good accommodations for seventy guests. The location is central and near all points of interest, being close to the camp grounds and near the ocean. It is nicely furnished and its chambers are light and cheerful, and the surroundings delightful. A good table is kept, and home comforts and moderate rates are among the leading advantages for those desiring such.

**Lawrence House,** Bunnister & Hall, Proprietors, corner Main and Central Avenues.—This has been established for four years by this firm, and is a superior building of three stories high, with comfortable accommodations for sixty guests, and is highly popular with visitors from Pennsylvania, New York, Massachusetts and Ohio. It is well appointed with home comforts. The chambers are superiorly furnished with spring beds, and its well-appointed reception parlor has a fine piano for the pleasure of guests. It has a fine dining-hall, and sets an excellent table, and rates are moderate. It is well located near the central business part of the Grove, and has a fine view of the ocean. Extensive verandas are erected all round the building on two stories, forming pleasant, cool promenades and lounges. Messrs. Bunnister & Hall, the popular proprietors, are gentlemen of experience and courteous address, and general favorites with their guests, whose comfort they take pains to secure.

**The Chautauqua,** Mrs. T. T. Wightman and Miss M. A. Downer, Proprietresses, Broadway, between Central and Pilgrim Pathway.—This beautifully located summer home takes a leading rank among the prominent ones that offer special advantages and home-like comforts at moderate rates. The house has just been opened for the season of 1882 by its favorite hostesses, and will be found replete with every attraction. It is a fine, three-story edifice, fitted with full accommodations for forty guests, and its chambers are well appointed, cheerful and airy rooms. There are extensive verandas erected on its first and second stories. There is a lovely view of the ocean and Fletcher Lake, and its location is cool and retired. An excellent table is kept and is supplied with the best the market offers. The house is popular with visitors from New York and St. Louis, and nothing is omitted in its excellent management to make it in every respect first-class.

**Ocean House,** Dr. I. N. Beegle, Proprietor, Main Avenue, nearly opposite Post Office.—This famous and popular house is second to none in location in Ocean Grove, being on the Main Avenue and opposite the Post Office. It is near the beach and has a fine view of the ocean, and is surrounded by beautiful drives and walks. It has been enlarged and refurbished, and its sewerage is perfect. It is a fine, extensive three-story edifice with ample accommodations for one hundred and twenty-five guests. It is one of the oldest and most popular houses of Ocean Grove, and has been entirely renovated and recently refurbished. It has fine ocean views and is located close to the beautiful Wesley Lake, and in the most central part of the Grove. Extensive verandas have been erected on each landing, which shades it from the sun and makes them attractive and cool lounges for guests, from which beautiful scenery is had. Its appointments are all first-class, and its table is among the leading features of comfort and luxuries. It has just been opened for the season of 1882, by its present proprietor, Dr. I. N. Beegle, a gentleman of popular repute and genial address, and is a favorite house with New Yorkers and Philadelphians, and has a good patronage from Baltimore, Washington and the West. Popular rates have been established for guests remaining for the season or transients stopping by the day. A well-appointed stage attends the arrival of trains for the conveyance of guests to the house.



**Amherst House,** Mrs. M. R. Shepard, Proprietress, Pitman Avenue, close to the ocean.—This charmingly-located summer resort is only two years built, and forms one of the many comfortable summer homes by the sea in Ocean Grove. It is a fine three-story edifice, and has good accommodations for fifty guests. The house is fully appointed and nicely furnished as a home, replete with modern comforts, and keeps a first-class table supplied with the best the market affords. There are extensive verandas and a nice plot in front, and is of imposing appearance and style. The chambers are attractively appointed, and are nice, airy and cheerful rooms, furnished with spring beds, hair mattresses and white ash sets. The Amherst House is one of the most delightful summer homes of Ocean Grove. Moderate rates are established for its unsurpassed comforts. It is splendidly located, quite close to the ocean and near the bathing-grounds.

**Buena Vista,** Miss Kelk, Proprietress, corner Beach and Heck Avenues.—Among the many neat and attractive summer homes by the sea, this is one of the leading and desirable resorts for guests seeking a retired and neat retreat from the heated city and business. It is a fine three-story house with good and comfortable accommodations for forty guests. It is fully fitted and appointed with modern home comforts and is superiorly furnished. It is located quite close to the ocean, and has a beautiful view of the beach and lake. There is a spacious veranda, which makes it cool and shaded, and forms an agreeable lounge for guests from the heat of the sun. Its excellent table is among its leading luxuries and many comforts, and its chambers have spring beds and mattresses. Moderate rates have been established and prices are popular for its unsurpassed advantages. It is under the best of care and management of its favorite hostess, Miss Kelk.

**Ocean View,** Mrs. W. A. White, Proprietress, corner Central Avenue and Broadway.—This neat and desirable summer home is now in its third season, and has grown to be a highly popular and favorite resort among the many of its class in Ocean Grove. It is a fine four-story edifice, with admirable accommodations for sixty-five guests, nicely furnished with modern improvements, and is first-class in all its appointments. There are spacious verandas erected all around it on its first and second floors, and its chambers are cheerful and comfortably furnished, many of them being arranged in family suits. A first-class table is kept, and includes the best the market offers. There is splendid ocean and lake scenery, and the location is most charming. The rates will be found not the least of its many popular features, and are moderate for the real comfort it offers its guests. It is under the excellent management of its favorite hostess, and is in every respect a leading and prominent home by the sea.

**The Arlington,** Chas. E. Howland, Proprietor, opposite Central Park.—This famous and extensive summer and winter house is one of the most popular and leading ones of its class in Ocean Grove, and has grown into such high repute that the proprietor has arranged to keep it open all the year in future to meet the demands on its resources. Many improvements have been made in the building, by the addition of a new dining-hall for winter, and each room will be

heated. The Arlington is nine years established and is in every respect a most select and well-kept house, and has every home-like comfort. Its rooms are large, well furnished and ventilated. It is a spacious four-story edifice, with accommodations for two hundred and fifty guests and has modern improvements, including gas, water and telephone. The house is surrounded by handsome grounds, commanding splendid scenery, and located near the ocean. It has extensive verandas and fine dining-hall which will seat three hundred and fifty guests. Mr. Howland, its popular proprietor, is a general favorite with his numerous guests, and leaves nothing to be desired on his part to make the Arlington replete with every home-like comfort for winter and summer patrons. The rates are moderate and governed by location of room.

**Ocean Gem,** Mrs. S. T. Adams, Proprietress, corner Ocean Avenue and Broadway.—This charming summer home has most appropriately been named, for it is a gem replete with every home comfort, and has just been taken under the experienced management of Mrs. Adams, of Baltimore. It is a handsome edifice of three stories high, having nice verandas all round it, and can comfortably accommodate forty guests. It is attractively fitted and fronts on the ocean and Fletcher Lake. The chambers are superior ones and are well appointed and furnished with spring beds and hair mattresses. A first-class table is kept, supplied with the best the market affords. The house has no superior in point of splendid location and lovely views, the entire coast lying in an uninterrupted panorama. Popular rates are established.

**Ocean Villa,** Mrs. Anderson, Proprietress, corner Ocean and Webb Avenues.—Two years ago this attractive and desirable villa was built, and is now under the experienced management of Mrs. Anderson, its hostess for the season of 1882, and offers unsurpassed and home-like comforts to all seeking a cool retreat from the heat and labor of a populous city. It is a fine three-story edifice, with ample accommodations for twenty-five guests. The house is fitted and furnished as a neat family home, and has fine verandas on two sides and a nice plot in front and around the house. It faces on the ocean front and has a grand view of the surf and Fletcher Lake. A superior table is kept, and all the comforts of retirement and cool air are offered guests at moderate rates.

**The Howland House,** J. M. Masonheimer, Proprietor, next to Tabernacle and Auditorium.—This is the first established hotel of Ocean Grove, and has undergone extensive alterations and additions since it was first opened. It is now an extensive edifice of three stories high with good accommodations for one hundred and thirty guests. It has a fine parlor, spacious dining-hall and extensive verandas have been erected all round the entire building on each story, which form delightful shady promenades. The location is one of the most delightful in the Grove, being opposite the camp-grounds' shady grove, and is but a short walk of the ocean, post office, telegraph office and Wesley Lake. Well-appointed stages attend the Railroad depot to convey guests to the house. The house is nicely furnished, and all its chambers are supplied with spring beds and hair mattresses, and an excellent table is kept.

**The United States,** William Orr, Proprietor, corner Main and Beach Avenues.—This spacious and popular summer house opened for the season of 1882, under the experienced management of its favorite host, Mr. William Orr, who is ably assisted by his amiable wife, who takes an active part in all its operations. It is a fine, spacious building with comfortable accommodations for one hundred and twenty-five guests, and is attractively furnished with all modern home comforts. It is located within one block of the ocean, is near the post and telegraph offices and tent circle, and from three fronts commands a full view of the sea. It is not surpassed in the Grove for its beautiful situation and splendid ocean scenery, etc. It is fitted with gas, water and all modern conveniences, and the sewerage is perfect, and ventilation good; all its chambers are excellently furnished, and the entire fittings and appointments are all that can be desired for a seaside home. It has nicely-appointed boats on Wesley Lake for the pleasure of its guests. A superior table is kept and rates are moderate. The house was built by its proprietor, Mr. Orr, who is a prominent business man, and it is most convenient to the business section of the town.

**Cookman House,** Mrs. S. M. Carter, Proprietress, corner Cookman Avenue and Pilgrim Pathway.—This new and charming summer home has recently been opened for the season of 1882 by its experienced hostess, who has been for the past six years in the business in Ocean Grove, and has made it replete with every home comfort. The Cookman is a neat and beautifully located edifice with ample accommodations for fifty guests. There are large and cheerful bed rooms, well ventilated and airy, newly furnished, has spring beds and hair mattresses, and the entire house is furnished with the same generous care. It has fine verandas, which shade it from the sun, and from all points of the house views of the ocean and lake are had, it being quite near the beach and bathing-grounds. A superior table is kept, supplied with the best the market offers. The location is cool, the house having fine, open grounds in front, and the best ventilation and good sewerage. The house will be open till October, and guests will have every comfort of home not surpassed at the seaside.

**Neptune House,** Mrs. L. S. Shaw, Proprietress, corner Central Avenue and McClintock Street.—This is the first year of Mrs. Shaw's management of this superior summer home, which is replete with all modern comforts and popular with guests. It is a fine edifice of three stories high and has good and comfortable accommodations for seventy guests. It is located near the leading business section of the Grove and the ocean, of which it has an extensive view. The house is newly and well furnished, has gas and water introduced on the first and second floors and its sewerage is perfect. The chambers are cheerful rooms and are furnished with spring beds and mattresses. A first-class table is kept supplied with the best of the market and moderate rates are established.

**St. Elmo,** Susan Rushton, Proprietress, corner Main and New York Avenues.—This is one of the new and beautiful summer homes that has been added to the list of the attractions of Ocean Grove for the season of 1882. It is a charming three-story edifice of twenty-three rooms, and has comfortable accommodations for fifty guests. It is one of the best-planned houses, and all its rooms are cheerful, airy, light and

well ventilated, and newly furnished with the best of spring beds and mattresses. It has a fine reception parlor and large dining-hall. It is beautifully located one block from the post office and near Wesley Lake, and three blocks from the ocean, and has an observatory on the top, from which a view of the entire country and the ocean can be had, and spacious verandas are erected to shade it from the sun. It has only been built and opened by its experienced hostess, who was formerly connected with the Granite Hall House of the Grove, and who has left nothing to be desired on the part of her guests to make the St. Elmo one of the most comfortable resorts in the Grove. An excellent table is kept, and rates are moderate.

**Seaside House,** E. W. Little, Proprietor, Ocean Avenue, near foot of Wesley Lake.—This splendidly located house is one of the most prominent of the all year houses of Ocean Grove, and is unsurpassed in its many delightful advantages and home comforts. It is a fine, spacious edifice with accommodations for eighty-five guests, and is nicely furnished with all the latest modern improvements to make it desirable for summer and winter guests. It has a splendid view of the ocean, on which it fronts, is within two hundred feet of the surf, and has ample bathing facilities, Ross' hot and cold salt-water baths being one hundred yards distant. The beautiful Wesley Lake is close by, and boating is to be had at all hours. It is first-class in all its comforts and appointments, and an unexceptionable table is kept. Moderate rates are established. The popular and favorite host, Mr. E. W. Little, is a genial gentleman, and was formerly United States Sub-Treasurer, of Santa Fe, also United States Centennial Commissioner and attorney-at-law. His superior and courteous good management has made the Seaside House one of the most comfortable and popular homes by the sea.

**Hotel Le Chevalier,** L. F. Le Chevalier, Proprietor, Northeast corner of Webb and Central Avenues.—This is one of the most prominent and leading first-class summer home by the ocean, and is fully fitted in every regard to make it second to none in Ocean Grove. It is a charming four-story edifice and has extensive ten-foot verandas erected on each landing, making them most agreeable, cool retreats and has excellent accommodations for one hundred and twenty-five guests. It was built and opened six years ago by its popular and enterprising proprietor, Mr. L. F. Le Chevalier, a native of Normandy, France, who has been thirty-eight years in America, and who purposely designed it for a first-class family home. It is fitted and appointed with all the latest modern improvements and furnished in a style of taste, in white ash suits, spring beds and hair mattresses, unsurpassed by any house in the Grove. The handsome dining-hall is convenient and delightfully cool, and the reception-room is furnished with a piano for the pleasure of guests. Gas and water have been introduced and the sewerage is perfect. The table is unsurpassed and is under the direct control of Mrs. Le Chevalier, a lady of experience, who provides with the very best of everything procurable. The chambers are models of neatness, and are situated off of wide and light corridors, many of them being communicating rooms for families. Splendid views of the ocean can be had from every point of the hotel, and the scenery of the surrounding country is not surpassed. Reasonable rates have been established, notwithstanding its superior comforts and luxuries.



**Hotel Grand,** Samuel B. Cressman, Proprietor, Directly on the Beach.—This is a large and superior new house of four stories high, located directly on the beach, with ample accommodations for one hundred and twenty-five guests, and has just been newly furnished and equipped as a comfortable, modern family home by the sea, with appointments, furniture and fittings first-class. Its chambers are furnished with spring beds and hair mattresses, and are cheerful and airy rooms, delightfully cool and command an uninterrupted view of the ocean. The location is unsurpassed as are also its modern home comforts. Extensive verandas are erected to the third stories, and give it ample shade from the heat of the sun. The reception parlor is furnished with handsome willow furniture which gives it a very attractive appearance. It has facilities for bathing, and Wesley Lake is quite near where boating can be enjoyed. Its popular proprietor, Mr. S. B. Cressman, is an experienced and favorite host, having formerly kept the Lake House at Spring Lake.

**Thorn House,** Miss Tillie E. Thorn, Proprietress, Atlantic and Surf Avenues.—This is one of the most charming and delightfully-situated of the leading first class family homes in Ocean Grove, and has only been established for the past two years under its favorite hostess. It is a lovely home, replete with every comfort, and will give ample accommodations to one hundred guests and is not surpassed in its location by any other house in the Grove. It has two entrances in front and rear and stands detached on a nicely laid-out plot of ground, and from its inception it took a leading and prominent rank among the summer homes of the Grove. It is free from mosquitoes and all drawbacks often found at a watering place and has a splendid view of the ocean, from which it is but one hundred yards, and only two minutes' walk of the bathing grounds. A superior table is kept, supplied with all the best the market affords, and the rates are moderate. Miss Thorn brings considerable experience to aid her in her management, having been eight years in the business.

**Atlantic House,** M. A. Young, Proprietress, Pitman and Beach Avenues.—This extensive, first-class family house occupies an entire block and ranks as one of the most popular summer houses in Ocean Grove. It is a fine three-story edifice, with ample and comfortable accommodations for one hundred and twenty-five guests and is replete with all the latest modern improvements that could conduce to make it desirable as a seaside home for guests seeking a charming resort in summer. It was built and established in 1876 and has been only six years in operation, and has, during that time, become highly popular with guests from Baltimore, Philadelphia and New York, and is open all the year. It is of imposing appearance, having extensive verandas erected to its upper story, which shades it from the sun. It is well fitted, appointed and nicely furnished with taste, and its chambers are communicating and furnished with spring beds and hair mattresses. The cuisine forms a leading feature among its many advantages and is up to the best standard. Reasonable rates are established and parties remaining for the season are liberally dealt with. It has the great advantage of being only three hundred feet from the surf and has every facility for bathing. It is under the management of the above lady, a popular favorite with her many guests.

**Gem Cottage,** Miss Julia King, Proprietress, corner Surf and Beach Avenues.—No more appropriate name could be found for this charming cottage home by the sea, for it embraces all that could be desired to make it popular with guests and visitors to Ocean Grove. It has been opened for the season of 1882 by its favorite and experienced hostess, and will be found replete with every requisite as a most desirable seaside resort. It is handsomely furnished with taste, and will comfortably accommodate fifty guests. It is located only a short distance from Asbury Park, the Wesley Lake, and within one block of the ocean, and has bathing and boating facilities. Moderate rates have been established for September, and a superior table is kept and transients are taken. Families remaining for the season have special rates.

**National Hotel and Restaurant,** Morrow & Day, Proprietors, Main Avenue, opposite Association Building.—This most charming and cool summer resort is one of the leading features of attractions of Ocean Grove, and for interior comforts, sweetness of appointments and beauty, is not surpassed by any house of its class in the Grove. It comprises two extensive cottages under one roof with pleasure grounds and gardens under glass cover, and furnished with every appointment for dining and breakfasting in the open air. The house has been five years established, and is three stories high, and has ample accommodations for one hundred and twenty-five guests, and is the property of its highly popular and favorite hosts, who built it. Extensive verandas are erected in front of the edifice, and the open gardens are in the centre, and the entire is in the most perfect order. The cuisine is of the first order, and is under the care of a professed artist. Moderate rates have been established, while its home comforts are unsurpassed. In addition to the restaurant and hotel department, there is a splendid ice-cream saloon and bakery in one end of the building.

**The Irvington,** Miss M. Ingersoll, Proprietress, corner Beach and Embury Avenues.—This pretty and attractive summer home is a new one of three stories high, and has just been taken under the careful and experienced management of its hostess, Miss M. Ingersoll, who has made it replete with every requisite as a delightful summer resort for guests. It has good accommodations for forty-five guests, and its chambers are attractively furnished, and have spring beds and mattresses. It is charmingly located, and has a splendid view of the ocean and also of Wesley Lake. It is detached, and has extensive verandas erected on three sides. Its table is supplied with the best the market affords, and moderate rates are charged for the real and solid home-comforts given.

**Cowell House,** Mrs. Captain Cowell, Proprietress, Webb Avenue, between Central and Beach.—This popular summer home has been five years opened under its present favorite hostess, who is the owner of the property, which was especially built and constructed for the purpose of a summer resort by the sea. It is a conspicuous edifice of three stories high, and has accommodations for forty-five guests, and its chambers are large and cheerful, and are well appointed with spring beds and hair mattresses. It is located one block from the ocean, the lake and bathing-grounds, and is but a short distant from the post office and camp circle, and has a splendid view of the ocean.

**Osborne House,** Chas. B. Hornor, Proprietor, Central Avenue, corner Pitman Avenue.—This is one of the oldest and most popularly established houses of its class in the Grove, with cool location, and has been five years under the experienced management of Mr. C. B. Hornor, of Mount Holly, its present proprietor, who keeps it in the best order, with home-like comforts. It is a fine three-story building and has good accommodations for eighty guests. The chambers are cool and airy, and the entire house is well furnished. The reception-parlor is furnished in superior order and has a fine piano. A boat is kept on Wesley Lake for the pleasure of guests. Extensive verandas are erected all round the building and give it coolness and shade, and a splendid view of the ocean is had from the windows. A first-class table is kept and rates are moderate.

**The Waverly,** Mrs. M. L. Eder, Proprietress, Ocean Pathway, fronting Park.—This handsome and attractive cottage home comprises two pretty cottages, beautifully located on the Park, near the Surf, with splendid open sea view, and is replete with every modern home comforts. The house is a neat three-story building, having ample accommodations for eighty guests, the chambers being model ones, and furnished with spring beds and hair mattresses, and are in the neatest order. The handsome park grounds in front, give it a most pleasing aspect, and added to the splendid ocean scenery makes it one of the most pleasing of the homes at Ocean Grove. It has been established for the past four years, and this is the second season it has been under the excellent and ladylike experienced management of its favorite hostess, Mrs. Eder.

**Spray View,** Mrs. Joseph White, Proprietress, corner Spray and Ocean Avenues.—This excellent house has been five years in operation, and has grown into popular favor with a host of guests and visitors to Ocean Grove, from its unsurpassed and advantageous location as a home by the sea, replete with every comfort. It fronts on the ocean, and has an uninterrupted view of the beach and every facility for bathing in the surf and is close to Wesley Lake. It is a superior four-story edifice, and has been doubled in its size the last two years to meet the demands of its increasing patrons, and will comfortably accommodate one hundred and fifty guests. It embraces all

the latest modern improvements and home comforts, has an elegant reception-parlor, large dining-room, which will seat one hundred and fifty guests at a meal, and is believed to be one of the coolest dining halls in the Grove. The chambers are cool, light, cheerful and well ventilated, and some of them are arranged in suits, and all are handsomely furnished with spring beds and hair mattresses. Extensive verandas have been erected on two sides of the building, and gas and pure water has been introduced. It is the nearest located house to Ross' bathing-grounds, and is under the best experienced management. The cuisine is up to the best standard of excellence, the rates are moderate, and the house is first-class in every respect. The office is in the competent charge of Mr. James Thompson, who is respected by all.

**Germantown Cottage,** Mrs. Jessie Day, Proprietress, Central and Heck Avenues. House greatly improved and Grounds adorned. Convenient location to Beach and Bathing Grounds, Post Office, etc.—This favorite summer home has just been opened for the season of 1882, by Mrs. Jessie Day, its experienced hostess, and has been greatly improved and its grounds adorned. It is conveniently located near the beach, bathing-grounds and the post office, and is replete with all the modern home comforts. It is a fine three-story building, and has good accommodations for sixty guests, and has fine verandas erected to the entire house. Its chambers are superiorly appointed and furnished with spring beds and hair mattresses. A first-class table is kept and the best the market supplies is provided, and rates are moderate.

**Arctie House,** M. A. Bull, Proprietor, Surf Avenue, corner of Ocean Avenue.—This popular house has been established for the past two years under the experienced management of M. A. Bull, and is replete with every home-like comfort. It is a fine spacious building, having elegant dining-hall for fifty guests, and a superior reception-parlor. The chambers are nicely furnished, and inviting views of the ocean are had from all its windows, it being close to the beach and near the bathing-grounds. It stands in a handsome lot, and is detached and fully appointed as a modern home of comfort. A first-class table is kept and moderate rates are established, comfortable accommodations being afforded for seventy guests.

## OCEAN BEACH.

From Sandy Hook to Cape May, the entire New Jersey coast is rapidly building up into pleasant and thriving seaside towns. One of the newer resorts that has sprung into popular favor is that known as Ocean Beach, which is situated on the south shore of Shark River, and fronting directly on the Atlantic Ocean. In the year 1872, a number of gentlemen united in the purchase of the tract of land upon which now stands this popular and rapidly growing summer resort. It was purchased by them for the purpose of giving their families a place of resort in the summer season free from the trammels and gayety of fashionable



life. It is located in Wall Township, Monmouth County, two miles south of Ocean Grove, and contains between four and five hundred acres. It was incorporated in 1873, under the title of the "Ocean Beach Association," and had special privileges granted it by a liberal charter, the most important provision of which was the power given to sustain a special police, and in the prohibition of the sale of intoxicating liquors. These advantages have secured to Ocean Beach a healthful, moral atmosphere, which, combined with its local advantages, have made the enterprise an enduring success. It possesses churches, good hotels and boarding-houses, also many fine private residences, and the facilities for bathing, fishing and crabbing are unsurpassed. It is about fifty-three miles from New York, eight from Long Branch, and is easily accessible by rail from Philadelphia via the new coast line route. Resident population, about 800.

**Hotel Columbia,** Fred. E. Foster, Manager, S. A. Mower, Proprietor.—This elegant summer resort house ranks as second to none on the coast of New Jersey, and is situated at the junction of the Shark River and the ocean. It is furnished with all the latest modern appliances as a first-class home by the sea. The Columbia is a spacious, three-story frame edifice, with basement and one hundred and thirty rooms, and has been established over five years, and during each season it is taxed to its utmost capacity to accommodate the large number of guests. The general management is under Mr. Fred. E. Foster, one of the best known hotel men of the State, and a native of the city of Philadelphia. Mr. S. A. Mower, also a native of that city, is the proprietor, and both are gentlemen of great popularity. The location of the Columbia has been chosen wisely, having no superior, being eight miles south of Long Branch, two miles of Ocean Grove, and two miles north of Spring Lake, on the Long Branch division of the Central Railroad, of New Jersey, and as a summer resort it presents unequaled attractions. Shark River, in the immediate vicinity, offers splendid fishing, crabbing and sailing. The entire neighborhood abounds in lovely drives, ocean, river and lake bathing, beautiful scenery and yachting. A first-class livery is attached; also a billiard-room and bowling alley. Music is engaged during the season under the direction of William H. Thomas, of Philadelphia.

**C. Hopkins & Bro.** (Successors to Thos. W. Bray), Groceries, Provisions, Flour, Feed, Crockery, Glass, Wood and Willowware, etc.—Messrs. Hopkins & Bro. are among the enterprising men who have added their industry to the trade of Ocean Beach during the past year, and since their inception they have made a rapid progress and are now doing a large trade. The store occupied is a frame building, 22x60 feet in extent and is one of the best appointed grocery houses in the town. The stock carried is estimated at a value of \$1,800, and is composed of a fine assortment of choice, fresh family groceries, provisions, flour, feed, crockery, glassware, wood and willowware. The sales are at the rate of \$20,000 per annum. The members of the firm are C. & E. Hopkins, gentlemen of the highest commercial honor and integrity.

**Brunswick House,** Robert M. Boggs, Proprietor.—This charmingly located house is in its sixth year, and under the popular management of its favorite host, Mr. Boggs, has won a leading rank among the sea resorts on the New Jersey coast, each year it being taxed to its fullest capacity. The situation may be said to be unsurpassed, fronting on the broad ocean, adjacent to the lake with the beautiful Shark River about quarter of a mile in its rear. It is a fine conspicuous frame building of three stories, high, with ample accommodations for sixty guests. The cham-

bers are admirably furnished and are of good size, light and cheerful. Large piazzas surround the house and shade its windows from the heat of the sun. It has every facility for bathing with perfect safety and comfort in the surf and still water, and also in hot and cold sea-water baths. Splendid fishing and boating are to be had in the celebrated Shark River and on the lake, and charming drives abound in the neighborhood—Long Branch, Asbury Park and Spring Lake being only a few miles distant. Boats are on the lake for the use of the guests of the house. Pure cream, milk, fresh fruits and vegetables, are furnished by the neighboring farms. Popular rates have been adopted for the solid and home-like comforts offered, ranging from \$2.50 per day for transient, and \$12, \$15, and \$20 per week for permanent boarders, according to the location of the room occupied. The house is first-class in every respect and is a model home of comfort. Mr. Boggs, its genial host, who is assisted by his good wife, is a general favorite with his guests, and is a native of New Brunswick, N. J.

**R. Buhler,** House Painter, Paints, Oils, Glass, Varnishes, Brushes and Window Shades, F Street near Ninth Avenue.—It is now over a period of eight years since this gentleman founded his present enterprise, and since his inception he has taken a leading rank among the business houses of Ocean Beach. He is a practical house painter. The store occupied is a frame building of 20x30 feet in extent, and the stock carried is estimated at \$700, and is composed of a fine line of paints, oils, glass, varnishes, brushes and window shades. The sales are at the rate of \$2,500 per annum. Mr. Buhler having a large connection all over the town, and employs from four to eight hands during the season. He is a native of Pennsylvania, and gives special attention to architects' and builders' estimates and contracts.

**Atlantic House,** Mrs. S. W. Leeds, Proprietress.—Directly in front of the ocean with a broad road between, this splendid popular summer house is located, and has few superiors of its class on the ocean beach. It has been established for the last three years under Mrs. S. W. Leeds, a lady of excellent experience as manager and hostess, who has grown to be an established and general favorite. The Atlantic is a fine conspicuous frame building of three stories high, with sixty rooms, comfortably accommodating one hundred and twenty at a time, and for the past season it has been taxed to its fullest capacity. The house is attractively equipped and furnished as a first-class family home, and the table is up to the highest standard, and its rates are popular for its home-like comforts, being at \$2.50 to \$3 per day for transient and \$12 to \$20 per week for regular boarders, according to the room occupied. The office is in charge of Mr. E. L. Doan, and the house is unrivaled in capacity and comfort.

**Surf House,** Mrs. E. L. Garretson, Proprietress, corner Tenth and Ocean Avenues.—This is one of the leading and prominent summer houses of this celebrated resort, and directly faces the ocean, with an uninterrupted view, giving it unsurpassed advantages. It has been for the past three years under the management of E. L. Garretson, a native of Pennsylvania and late of the Delaware House, Ocean Beach. He is of thorough practical experience and a general favorite with his guests. The Surf House is a three-story frame building of forty-five chambers, providing ample accommodations for one hundred guests, and is an established and popular favorite house for families visiting Ocean Beach. It is first-class in all its appointments, and sets a splendid table, which is provided with all the luxuries of the season, and is an unsurpassed, comfortable family seaside home. Recently it was put into the most perfect order, and its rates have been placed at the lowest popular figures, ranging from \$2.50 per day upwards, to \$12 and \$15 upwards per week, according to the location of rooms. The house will be further enlarged and newly furnished. Under its present management, no more inviting seaside home can be found.

**Thomas Bryan,** Plumber, Gas and Steam Fitter, Terra Cotta and Iron Drains Laid; Sanitary Plumbing a Leading Specialty, corner Ninth Avenue and F Street.—Mr. Bryan, a native of Ireland, came to America when very young, and has been for the past two years established in his present enterprise. The store occupied is a frame building of 12x18 feet in extent, and is fitted with all the latest tools and appliances for the trade. The stock carried consists of a full supply of every article in the gas and steam fitting and plumbing business, and the business done is extensive, Mr. Bryan having gained a large line of custom in the town. Terra cotta and iron drains are laid and sanitary plumbing is made a specialty, personal attention being given to drainage, and pumps of all descriptions are repaired. Three hands find constant employment in all the departments of the trade. The importance of sanitary plumbing at seaside resorts can scarcely be over-estimated, and the presence of a gentleman versed in such is a matter of moment, and worthy of appreciation.

**Fifth Avenue House,** R. D. Parks, Proprietor.—This famous and highly popular house of Ocean Beach, has been taken under the proprietorship of R. D. Parks, a native of Trenton, New Jersey, who will, if possible, add to its already established popularity as a comfortable family home. The building is a fine frame of twenty-four rooms, affording ample accommodations for fifty guests, the house having the reputation of being one of the best of its class in Ocean Beach at its rates, which are certainly moderate. It is admirably appointed and well furnished and is conducted in faultless order, the table being of unexceptional merit; the rates are from \$8 to \$12 per week, according to the location of the rooms occupied. It is located on Fifth Avenue, near Shark River, and commands a splendid view of the Atlantic Ocean. The house is placed in a handsome lawn, planted with shade trees, and there is an abundant supply of

pure, fresh water. Bathing, fishing and boating are offered, the celebrated Shark River presenting unequalled pleasure for fishing and crabbing, and the drives to Long Branch, Asbury Park and Ocean Grove have no equal along the shores of New Jersey. Mr. Parks is a man of ambition and business energy, and undoubtedly will make a great success at the Fifth Avenue House.

**Neptune House,** Mrs. Saudeman, Proprietress.—Mrs. Saudeman undertook the proprietorship of this famous house three years ago, and has made it a prominent summer resort of the New Jersey coast. It is a spacious frame building of seventy-five rooms, having ample accommodations for one hundred and fifty guests, admirably and comfortably furnished and appointed as a family home, and highly popular as a first-class house. In point of location it is unsurpassed, being situated within two hundred feet of the surf, and has an uninterrupted view of the shore and ocean as far as the eye can reach. The rooms are large and well furnished, the house being surrounded by extensive piazzas on the first and second floors, creating a delightful shade. The bathing is unequalled, and there is a beautiful lake in close proximity to the house, and the Shark River is within one mile, and every advantage for boating, fishing and crabbing is afforded. The extensive beach drive and the surroundings, with Asbury Park and Long Branch quite convenient, afford unsurpassed pleasures for its visitors and guests. Ocean Beach is in the midst of the most delightful section of the County of Monmouth, and has no mosquitoes, therefore offering many advantages over other seaside resorts. There are ample facilities for reaching the house, as twelve trains run daily from Philadelphia and New York, and it has hourly communication with Spring Lake, Ocean Grove and Long Branch. Stages meet all trains. Rates have been placed at popular prices, they being from \$2.50 per day for transient, and from \$14 to \$18 per week for permanent boarders.

**Mansion House,** Mrs. C. Higgins, Proprietress, located on Shark River.—This attractive seaside resort has been under the management and proprietorship of Mrs. C. Higgins for the past four years, and is in every respect one of the most comfortably furnished and appointed family homes on the line of the New Jersey coast at its very moderate rates. The house is beautifully located on the Shark River, near the ocean, with plenty of shade in the large yard, and from its extensive piazzas it commands fine views of the Atlantic and the surrounding country, and will be found most desirable for those seeking a comfortable home. The location, so near the Shark River and the surf, gives it every facility for parties desirous of boating, bathing, crabbing, etc. It is a spacious frame building of three stories high, thirty fine chambers and ample accommodations for fifty guests. All the rooms are comfortably furnished and a first class table is kept. It is highly popular with visitors, not only for its homelike comforts and many other advantages, but for its excellent management and moderate rates, which are \$2 per day for transients and from \$9 to \$12 per week for permanent guests.



## MANASQUAN.

This village has a population of about 800 and is located on the Pennsylvania Railroad and on the line of the New Jersey Central Railroad, within one mile of the ocean and on the Manasquan River. It is a favorite and popular summer resort from its many advantages for fishing, attractive drives and fine hotel accommodations. Its chief support is derived from the products of its farming community and the large amount of fishing that is carried on here. Trade of every class and manufacture is being introduced and some of the largest stores in this section of Monmouth County are here located.

Manasquan has four churches, three schools, one newspaper, two hotels and is sixty-four miles distant from New York, seventy-five from Philadelphia, and within eighteen of Freehold, the county seat of Monmouth County.

Squan Village, as it is familiarly known, is an old town and the favorite summering place for seashore visitors for a long time. The ground where the village now stands was covered as late as 1815 by a forest. The only communication with the outside world in 1812 was by vessels out of Squan River to New York, except occasionally by teams through the country. About 1775 Squan Inlet opened into the Atlantic Ocean, one mile and a half north of its present location.

**Morton Brothers, Carriage Manufacturers.**—These enterprising gentlemen are the most extensive carriage builders in this section of Monmouth County, and have been established for the past seven years, and built up a large and successful trade. Their factory is a large frame building, 24x48 feet, with a repository, 16x66 feet, the wood shop is 18x20 feet, and all are fitted with the best tools and implements for the trade. The stock carried is estimated at \$2,000, and is limited to meet immediate demand, the greater portion of the work done being on order; sales are at the rate of \$2,500 per annum. Seven experienced mechanics are constantly employed. The firm members are S. C. & D. W. Morton, natives of Monmouth County, gentlemen of the highest integrity and among the leading members of the community.

**Taylor & Webb, Manufacturers of Sash, Doors, Blinds, Turning, Sawing, Scroll-work, and Dealers in all kinds of Building Materials.**—This enterprising firm is one of the leading representatives of the trade and manufacture of Manasquan, and has been established for the past six years, and now enjoys a large and successful business over the surrounding country. The mill is a frame building, fitted with the latest improved modern machinery which is operated by a steam-engine of fifteen-horse power, and every description of building lumber is manufactured, and every description of planing mill work is promptly executed. The stock carried is estimated at \$1,500, and is composed of sash, doors, blinds, mouldings, lumber and all kinds of building materials, and sales are at the rate of \$10,000 per annum, the trade established covering a wide section of the surrounding country. Five experienced hands find constant employment in the mill. The members of the firm are Wm. Taylor, a native of Monmouth County, and W. L. Webb, a native of Union County, both gentlemen being identified with the trade and progress of Manasquan and esteemed and respected by their fellow-townsmen.

**Quigg & Perrine, Dining Room and Restaurant, on the European plan.**—This is the only restaurant in Manasquan, and is an acquisition to the traveling public, who may not require the accommodation of a hotel. The restaurant is a well furnished apartment and fully equipped for the business, and oysters and clams are to be had in season, with steaks, chops and cold cuts at pleasure, and the best goods are kept; also ice-cream, choice confectionery, soda, cigars and tobacco. A ladies' room is attached, and good attendance is given. The firm is composed of G. M. Quigg and G. B. Perrine, both thorough business men.

**J. O. Hogg, Groceries, Provisions, Flour, Feed, Grain, etc.**—Mr. Hogg has been for the past two years established, and occupies a frame building, 25x60 feet in extent. The stock carried is estimated at \$1,800, and is composed of a fine line of fresh, fancy family groceries, flour, feed, grain and provisions. Sales are at the rate of \$23,000 per annum, two clerks being in constant employment. Mr. Hogg does a considerable trade in the importation of potatoes for seed from New York, and is the only one engaged in this line. He is a native of New York State and one of the leading business men of Manasquan.

**The "Seaside," a Weekly Newspaper and Job Printing Office, E. S. V. Stultz, Proprietor.**—This popular journal, of twenty-four columns and independent politics, has been five years established, and is becoming a leading journal in this section of Monmouth County. It has a large and popular circulation and is a first-class advertising medium, and in point of dress and general appearance is one of the best. Attached is a superior job printing office, where every class of plain and ornamental job work is done at the most reasonable rates. This journal is entirely a home industry, all the work being done on the premises. Mr. Stultz is a native of Middlesex County, and an able journalist, and a gentleman of the highest social and commercial integrity.

**Osborn House,** Theo. A. Zimmerman, Proprietor.—Two years ago Mr. Zimmerman, late of the Washington Hotel at Freehold, took the proprietorship of the Osborn House, and has won a popular place among the hotel operators of Monmouth County and is one of Manasquan's most esteemed citizens. The house is a fine frame building, three stories, with seventy-three rooms, and is one of the best hotels of the county in its fittings, furniture and appointments. There is an excellent bar, fine stable attached, and an unexceptional table is kept, the dining-room being one of the best in this section of the State. A superior bus attends all trains for the free conveyance of guests to the house. The Osborn House is largely patronized by summer resorters, from its well-known home-like comforts and the charming surroundings of this section of the country, being only one mile of the ocean, and in close proximity of Manasquan River. Fine fishing, crabbing, ocean and river bathing and beautiful walks are some of the enjoyments offered to the guests.

**William H. Ruf,** Merchant Tailor.—Mr. Ruf is an artist in his business, and has been for the past four years established here, now taking a leading and foremost rank in the business interests of Manasquan. He is a native of the City of New York, where he learned his trade. The store occupied is a frame building, 15x36 feet in extent, with workshop in the rear. The stock carried is limited, as most of the work done is on order from samples, the sales reaching about \$2,800 per annum, the trade done taking a wide range of Monmouth County. Three experienced hands are kept constantly employed. Mr. Ruf has won a leading place among his fellow-townsmen, for his upright character as a business man and a gentleman of high integrity.

**Vunck & Co.,** Harness and Collarmakers, Robes, Blankets, Saddles, Fly-Nets and Whips, etc.—This enterprising firm is the only one of its trade in Manasquan, and has been founded for the past year. The store occupied is a fine frame building of 15x35 feet in extent, and is superiorly fitted and furnished with the best tools and implements for the business. The stock carried is estimated at a value of \$2,000, and is composed of a full line of heavy and light harness, saddles, collars, whips, bridles, blankets, fly-nets, and robes. Their sales are at the rate of \$3,500 per annum, and a large country trade is done. Four experienced hands are employed in the making up of work to order, and the goods are of the best class of materials. The firm is composed of E. Vunck, a native of Monmouth County, and Charles Pitcher, a native of New York City, and both are perfect masters of their trade, and highly esteemed among their fellow-townsmen.

**Borden Woolley,** Watches, Clocks and Jewelry.—Mr. Woolley founded his industry here two years ago, and in this short period of time has succeeded in building up a large trade. The store occupied is a frame building, 10x12 feet in extent, and is nicely fitted and appointed for the trade. The stock carried is estimated at \$1,000, and is composed of a nice assortment of fine fancy jewelry, watches and clocks. Sales are at the rate of \$2,000 per annum, the trade done extending over Monmouth County, of which Mr. Woolley is a native. A specialty is made of all classes of watchmaking and repairing of jewelry, watches and optical goods. Mr. Woolley deals in

King's new system which is fitted with combination spectacles, and which will correct and preserve the sight.

**H. Stahlkes,** Boots and Shoes.—One of the leading houses in the boot and shoe business of Manasquan, was founded six years ago by Mr. Stahlkes. The store occupied is a frame building, 12x52 feet in extent, and is one of the neatest and best appointed of its class, and is exclusively devoted to the boot and shoe trade. The stock carried is estimated at \$5,500, and composed of a full line of ladies' and children's boots and shoes of heavy and light make. Sales are at the rate of \$1,100 per month in the summer season; custom work is done, and all goods are of the very best materials and latest styles and finish. Mr. Stahlkes is a native of Germany, and has been for many years in the United States.

**Howard Osborn,** General Merchandise.—Mr. Osborn is a native of Monmouth County and established here seven years ago. The store occupied is a frame building, 24x85 feet in extent, and is well appointed and furnished for the business. The stock carried is estimated at a value of \$9,000 and is composed of a full line of dry goods, notions, boots, shoes, hats, caps, carpets, oil-cloths, matting, hardware, paints, oils, drugs, groceries, etc. The sales are at the rate of \$45,000 per annum, a large country trade being done. Seven experienced clerks find constant employment.

**G. B. Perrine,** Dealer in Flour, Feed, Hay, Wines and Liquors.—Mr. Perrine is among the latest additions who have added their industries to the business of Manasquan. The store occupied is a frame building, 20x30 feet in extent, and the stock carried is estimated at a value of \$3,000, and composed of a full line of flour, feed, hay and liquors, and already a trade is done at the rate of \$1,000 per week. Two wagons are kept on the road and three experienced hands find constant employment. Mr. Perrine is a native of Middlesex County.

**Squan House,** J. H. Davison, Proprietor.—This old house has been in operation as a hotel for the past sixty years and during the last three years it has been under the management of Mr. Davison, who is a general favorite with his guests and a native of Monmouth County. It is a neat frame building, two stories high, has twenty good rooms, is comfortably furnished, well kept and managed, and sets an excellent table. It is a popular house for business men visiting Manasquan.

**R. Antonides,** Drugs, Medicines, Toilet and Fancy Articles, Broad Street.—The drug trade takes a leading rank in the business industries of Manasquan, and prominent among its representatives is Mr. Antonides, a native of Monmouth County, who founded his establishment four years ago. The store building occupied is of frame, 12x40 feet in extent, and is nicely fitted and appointed as a pharmaceutical establishment. The stock carried is estimated at a value of \$1,500 and comprises a full line of choice fresh family drugs and medicines and toilet fancy goods. Sales are at the rate of \$500 per month. Mr. Antonides is a pharmacist by profession and makes a specialty of prescriptions, using none but the best drugs.





















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